

October 15, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

When we purchased our home at 4218 Boyar Ave. in 1964, I believe the Long Beach Airport was being maintained by Douglas Aircraft Fire Dept. The major use of the airport was by Douglas Aircraft.

Sometime later, the runway was extended to accomodate larger Douglas Aircraft planes. We were assured this was not for the purpose of commercial expansion.

In the early 1970's, the voters of Long Beach decided by ballot to not expand the airport.

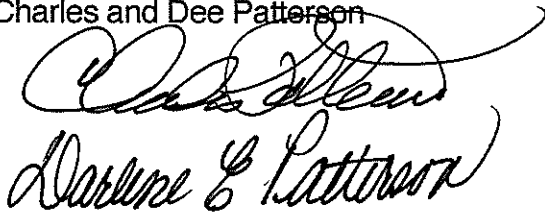
Based on this vote, we decided to add to the size of our home as opposed to relocating. As we all know, commercial expansion has increased steadily over the years and with it the noise levels of take-offs and landings, jet fuel pollution, traffic increases in addition to stress and health issues which affect me personally,

Two other issues have been impacted by the growing expansion: property values are dramatically affected along with the overall quality of life.

We must have a cumulative impact study undertaken. And as residents afftected by airport decisions, we demand it.

Sincerely,

Charles and Dee Patterson

The block contains two handwritten signatures in black ink. The top signature is cursive and appears to be 'Charles Patterson'. The bottom signature is also cursive and appears to be 'Dee Patterson'.

October 15, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

When we purchased our home at 4218 Boyar Ave. in 1964, I believe the Long Beach Airport was being maintained by Douglas Aircraft Fire Dept. The major use of the airport was by Douglas Aircraft.

Sometime later, the runway was extended to accomodate larger Douglas Aircraft planes. We were assured this was not for the purpose of commercial expansion.

In the early 1970's, the voters of Long Beach decided by ballot to not expand the airport.

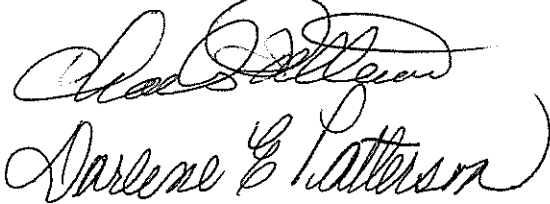
Based on this vote, we decided to add to the size of our home as opposed to relocating. As we all know, commercial expansion has increased steadily over the years and with it the noise levels of take-offs and landings, jet fuel pollution, traffic increases in addition to stress and health issues which affect me personally,

Two other issues have been impacted by the growing expansion: property values are dramatically affected along with the overall quality of life.

We must have a cumulative impact study undertaken. And as residents affected by airport decisions, we demand it.

Sincerely,

Charles and Dee Patterson

The block contains two handwritten signatures in cursive. The top signature is for Charles Patterson and the bottom signature is for Dee Patterson. Both are written in dark ink.

Susan Plichta
4217 Boyar Avenue, Long Beach California 90807

October 16, 2003

Angela Reynolds, Environmental Officer
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

I am writing this letter because my family and I are strenuously opposed to any expansion of the Long Beach Airport.

The growth of the airport and the dramatic rise in the number of flights since I purchased this home in 1979, has been increasingly disruptive to my family life.

My daughter, who recently graduated from nursing school, works from 11 pm until 7 am. Her sleep is interrupted every day from current airport traffic (which has increased four-fold over the past year). This disruption of her rest causes her daily stress and will eventually negatively impact her health. If airport expansion is allowed to go forward, there will be further disruption of her sleep impacting even further her health as well as the safety and well-being of the patients for whom she cares.

My son, also a relatively recent graduate, works from a home office and finds it extremely difficult to conduct the telephone conferences his business requires while competing with the increasing noise of jet engines. He feels this disturbance has greatly affected the quality and quantity of his work over the past year.

I am retired with a disability resulting from cancer surgery. I also suffer from allergies. The filth and pollution caused by airport traffic is not helpful to my immune system or overall health.

As citizens of Long Beach directly and negatively affected by the airport, we demand COMMUNITY SPECIFIC data relating to the environmental impact of any proposed airport expansion. How will expansion affect ground water, air quality, quality of life, property values, noise pollution, etc. We have a right and a NEED TO KNOW how our lives will be interrupted by growth of the Long Beach Airport.

Sincerely,



Susan Plichta

Subj: **Airport environmental impact report needs to include:**
 Date: Thursday, October 16, 2003 6:07:47 PM
 From: Handsome knight
 To: airporteir@longbeach.gov

Angela Reynolds
 Environmental Officer
 Planning and Building
 333 W. Ocean Blvd. 90802

October 15, 2003

Dear Ms Reynolds:

As regards the expansion of facilities at Long Beach Airport to accomodate the 41 flights approximate that have, mostly in the last year, begun flying out of Long Beach Airport, I am against the expansion. The obvious reason is that it is already having a negative impact on my family which lives in a nice house my family built 40 years ago after my father finished his stint as a navy officer stationed here. At the time, and while I was growing up, this area was much less impacted by noise from aircraft of all types as well as vehicular traffic noise from freeways and surface streets. The flight path for jets is currently about one and one-half miles from our house. Major surface streets running near our house and also near the airport include Lakewood Boulevard.

To focus, in the environmental impact report, on issues that are incidental to the quality of life resulting from airport facility enlargement, while purposely ignoring the obvious negative blows that the flights are having on noise-impacted residents in many neighborhoods is criminal. It is like assessing the impact of the manufacture of guns on the acres surrounding a factory without looking at the environmental impacts on the human species which are being harmed with those guns.

There is no acceptable noise limit..... we should be working to eliminate the use of the airport by an estimated 3.9 million passengers (up 300% this year) when there are only 450,000 residents, or so, living here. Are we to be a toxic dumping ground for air passengers from surrounding cities?

The best way to reduce the number of flights overhead is to stop bending over backwards to accomodate the persons that want to use our airspace. Obviously, if all 450,000 residents took to the skies in various aircraft daily there would be chaos. So why should a few corporate entities which are not even human residents be allowed to ruin the quiet enjoyment and relaxation which is the way most Long Beach residents normally enjoy this great natural resource, the sky, without harming or bothering anyone. Rest, enjoyment and relaxation are things things that enhance life and longevity for residents.... clean skies ,quiet except for the joyful sounds of birds, is just an expected commodity like water in an aquarium is for fish. This quiet daily enjoyment is the way the overwhelming number of residents enjoy and rely on our shared sky.

Please work to save our peace and tranquility, our enjoyment of what we have taken for granted, the sanctity of our homes as a place of quiet, rejuvenation for our bodies and souls in an environment that has come to be all about the money.

Sincerely,



5310 Los Lunas St
 Long Beach, CA 90815

10/16/03 6:18 PM

Jeff Huso
5310 Las Lomas Street
Long Beach, CA 90815

October 16, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Re: Long Beach Airport

Dear Ms. Reynolds:

My husband and I live on Boyar Ave. in Long Beach. We are in the departure path of the planes taking off at the Long Beach Airport. Our personal life and my business work have been interrupted by the growth at the Long Beach Airport.

Both my husband and I have very busy schedules and must arise early every morning. We retire fairly early in the evening because of this. We usually retire between 9:00-10:00pm. Over the past year we have been awakened frequently, shortly after we have gone to sleep due to aircraft taking off. It takes awhile to get back to sleep and has disrupted our sleep patterns and the rest that we should be getting.

Additionally, over the past year, my husband has developed severe respiratory problems. He has had to purchase a breathing machine and is under the care of a pulmonary specialist for constant breathing related problems. Over this past year he was even hospitalized for one week because he was not able to breath. Due to his breathing problem he has had to limit much of his physical activity. He has diverted his attention to watching many TV programs because it does not require physical effort. The increase in air traffic frequently disrupts his ability to enjoy a television program.

I also work out of my home two or three days a week. My work is done on the computer and the phone. I am constantly on the phone helping workers and clients with problems. I frequently have to ask callers to hold because I cannot hear to transact business. Over the past year this has increased quite a bit. This has reduced my productivity and has contributed to additional anxiety in completing my tasks for the day.

We would like to demand a community specific study and not the standardized data associated with most communities. Long Beach does not fit a standard study because we do not have an average environment here. We are impacted by air quality from our port, refineries, the surrounding freeways and the current airport activity. We need a cumulative impact study that includes the current condition of the ground water, volatile organic compounds and fuels. Any study should include methane testing along the airport perimeters. Any additional expansion of the Long Beach Airport would adversely affect our lives, health and property.

Sincerely,


Barbara and James Russell
4211 Boyar Ave.
Long Beach, CA 90807

October 16, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Re: Long Beach Airport

Dear Ms. Reynolds:

My husband and I live on Boyar Ave. in Long Beach. We are in the departure path of the planes taking off at the Long Beach Airport. Our personal life and my business work have been interrupted by the growth at the Long Beach Airport.



Both my husband and I have very busy schedules and must arise early every morning. We retire fairly early in the evening because of this. We usually retire between 9:00-10:00pm. Over the past year we have been awakened frequently, shortly after we have gone to sleep due to aircraft taking off. It takes awhile to get back to sleep and has disrupted our sleep patterns and the rest that we should be getting.

Additionally, over the past year, my husband has developed severe respiratory problems. He has had to purchase a breathing machine and is under the care of a pulmonary specialist for constant breathing related problems. Over this past year he was even hospitalized for one week because he was not able to breath. Due to his breathing problem he has had to limit much of his physical activity. He has diverted his attention to watching many TV programs because it does not require physical effort. The increase in air traffic frequently disrupts his ability to enjoy a television program.

I also work out of my home two or three days a week. My work is done on the computer and the phone. I am constantly on the phone helping workers and clients with problems. I frequently have to ask callers to hold because I cannot hear to transact business. Over the past year this has increased quite a bit. This has reduced my productivity and has contributed to additional anxiety in completing my tasks for the day.

We would like to demand a community specific study and not the standardized data associated with most communities. Long Beach does not fit a standard study because we do not have an average environment here. We are impacted by air quality from our port, refineries, the surrounding freeways and the current airport activity. We need a cumulative impact study that includes the current condition of the ground water, volatile organic compounds and fuels. Any study should include methane testing along the airport perimeters. Any additional expansion of the Long Beach Airport would adversely affect our lives, health and property.

Sincerely,

Barbara and James Russell
4211 Boyar Ave.
Long Beach, CA 90807

LAURA L. SALCIUNAS

1835 East 37th Street ♦

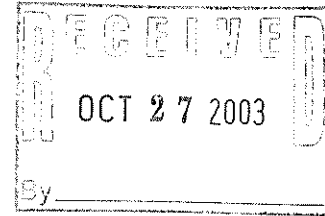
Long Beach, CA 90807 ♦

laura.salciunas@verizon.net ♦

Home: (562) 426-1191

October 22, 2003

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 W. Ocean Boulevard
Long Beach, California



RE: The Notice of Preparation for the Long Beach Airport Terminal Improvements EIR

Ms. Reynolds:

I'd like to thank you for preparing the Notice of Preparation (NOP) for citizens' evaluation. Here are my comments regarding the NOP.

I believe you may want to reconsider the scoring for Item c in "Mandatory Findings of Significance" as this project does potentially significantly impact environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, provided one evaluates a likely scenario. I believe that you've been asked to evaluate only one scenario, the current state, which is the result of California Environmental Quality Act (CEQA) violations and is likely to change. Furthermore, I believe the Environment Impact Review (EIR) should include a human health risk assessment given the changes at the airport may potentially have significant impacts:

- To cultural resources,
- In hazards and hazardous material handling,
- To hydrology and water quality, and
- In noise.

The NOP should be amended to reflect these potentially significant impacts. Additionally, it should be amended because it appears to neglect federal and state standards and sensitive receptors.

First, let's reflect on the past and current state. When the Airport Noise Compatibility Ordinance (ANCO) was signed in 1995, the Long Beach Airport had a permanent building that was sufficient for a minimum of 41 daily airline flights and 25 daily commuter flights. Last year, a temporary building was added; approval for its construction was done by a Negative Declaration based on a 1986 EIR. The Negative Declaration had some faulty assumptions as it claimed that there would be no increase in traffic. However, the rationale for building temporary facility was:

- JetBlue had higher load ratios than previous airlines, and
- The newly created Transportation Security Administration (TSA) needed more rigid passenger and luggage screening.

The 1986 EIR should not have been used given the length of time since the last EIR. There have been substantial changes:

- To the City's economic base,
- In freeway traffic, and
- In port traffic.

As you know, CEQA mandates that an agency may not prepare a Negative Declaration that piecemeals a project by treating one project as several smaller projects for purposes of environmental review. The benchmark for this current project, the temporary building, is the result of a CEQA violation.

Second, let's evaluate likely scenarios. The airport building is not used to full capacity during all its hours of operations. Therefore, any permanent construction done to accommodate the impact of peak passenger travel increases potential capacity permanently. Given the temporary building was approved violating CEQA, it is essential to understand the impacts if the building is now to be permanent.

It appears the NOP developed assumes that the current ANCO would continue in perpetuity. The City Airport Manager has expressed numerous times that the City of Long Beach is fortunate to have such a noise ordinance; it is only one out of two such ordinances allowed by the FAA nationally, and is more stringent. Additionally, from comments made from our City Attorney during the negotiations for the current ANCO, the City was fortunate to pound out this agreement with the FAA and airlines. Getting ANCO renewed was difficult.

Given that the FAA is the decision-maker regarding any additional ANCOs, we need to anticipate likely eventualities. If the population in Southern California continues to grow, and if there continues to be increased demand for air travel, there will be increased need for additional flight traffic in Southern California. Therefore, it is highly likely that the FAA will not renew Long Beach's ANCO in the future, and Long Beach Airport may be instructed to take the maximum capacity allowed. Would you please ensure that the EIR accounts for the probability that the new facility is utilized to its maximum capacity?

If there are increased flights, there are potentially significant impacts:

- To cultural resources,
- In hazards and hazardous material handling,
- To hydrology and water quality, and
- In noise.

There are potentially significant impacts to cultural resources. In section V. Cultural Resources, item a, you mention the impact to the historic airport terminal. I believe you may have accidentally overlooked the adverse impact to another cultural resources as designated by the City, the California Heights Historic District (CHHD). This historic district would be significantly adversely impacted. CHHD is the city's largest historic district. Since the CHHD was established, many homes have been sold to individuals who are interested in historic preservation, and many homes have been restored. It is expensive for these homeowners to live in CHHD because:

- The restoration process is expensive.
- Historic homes have higher maintenance costs.

If this airport building facilitated additional flights, preservation-sensitive homeowners would not find the area an attractive investment or place to live. It is unlikely that CHHD would continue to be a cultural resource.

Additionally, the CHHD neighborhood association holds a home & garden tour to showcase these cultural gems to the general public. If the preservation-sensitive homeowners tended to move out of the area, there would be fewer homes for the public to enjoy as well as a potential loss of the manpower to support the home & garden tour. Would you please amend the evaluation of section V.a.?

There are potentially significant impacts in hazards and hazardous material handling. If the terminal capacity increases, this could lead to increased flights once ANCO expires, and this would lead to increased

hazardous material use and handling. Given the increased volume, additional storage and new procedures may need to be established. These impacts should be noted and evaluated.

There are potentially significant impacts to hydrology and water quality. If the terminal capacity increases, this could lead to increased flights once ANCO expires, and this would lead to increased potential impacts to hydrology and water quality. Given the City of Long Beach provides many of its residents with well water, any impacts to hydrology should be noted and evaluated.

There are potentially significant impacts in noise. If the terminal capacity increases, this could lead to increased flights once ANCO expires, and this would lead to increased noise impacts.

The NOP mentions that the type of aircrafts and operational procedures to be evaluated would not change. Why would the NOP assume current case when that is only one possible scenario? In the last year, numerous jets have taken off and landed on Runway 25. Is that not a change in both aircrafts and operations? Does the noise monitoring system account for these changes? Given the airport has already used up its noise bucket, and yet has not reached the minimum number of aircrafts permitted in the ANCO, what if there were 66 flights?

Although the noise bucket does not restrict military flights, what is the overall impact of these operations to residents? What would the impact be if local air bases are closed, as some believe will happen? All of these impacts to noise should be noted and evaluated.

The NOP appears to neglect federal and state standards and sensitive receptors. In section on Air Quality, although the initial study indicates potentially significant impact for two issues, the text explaining what the EIR will address does NOT include any mention of the following:

- Conflict with federal or state ambient air quality standards.
- Exposure of sensitive receptors to substantial pollutant concentrations.

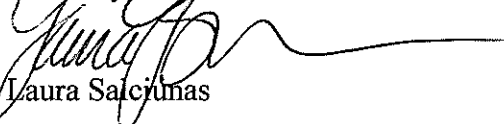
Does the project conflict with federal or state ambient air quality standards? Since this project is only one of several that will adversely impact Long Beach's air quality, the net projected impacts should be evaluated. The City is expanding the Port of Long Beach, and the State is hoping to expand the 710 Freeway. To adequately understand the impact on air quality, we should understand the incremental effects of these other projects, and use the projected impact numbers PLUS the impact of airport changes.

Does the project expose sensitive receptors to substantial pollutant concentrations? In addition to comments made in the previous paragraph, we need to acknowledge that Long Beach, like the U.S. in general, has a graying population who are sensitive receptors. In addition, there is a greater density of senior care facilities in heavily impacted areas.

Likewise, we need to evaluate the impact to other sensitive receptors, children. There are many schools in and near heavily impacted areas. What will the effect to children be given this project as well as the Port and / or 710 Freeway expansion?

In sum, given the likely changes in scenario as well as the complex nature of this project, it's time for the City to evaluate the true impact of the airport on its residents by including a human health risk assessment.

Sincerely,



Laura Salciunas

MICHAEL A. WRIGHT

1835 East 37th Street ♦ Long Beach, CA 90807 ♦ michael.wright1@verizon.net ♦ Wireless: (562) 889-7310 ♦ Home: (562) 426-1191

October 22, 2003

Ms Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA

RE: Notice of Preparation for Long Beach Airport Terminal Improvements EIR

Ms. Reynolds:

I have reviewed the Long Beach Airport Terminal Improvements NOP scoping document and have the following comments regarding the scale of the proposed EIR as well as the sufficiency of indicated impacts regarding noise.

Scale of EIR Assessment

It appears from the checked responses in the scoping document that the City intends for the EIR to focus only on the impacts associated with changes of the Airport Terminal Area Facilities rather than on the broader impacts associated with the likelihood for increased flight volumes if the FAA fails to renew the City's Airport Noise Ordinance.

While it is true that the FAA could fail to renew the Noise Ordinance with or without the Terminal Improvement project, the proposed improvements will allow for the of processing of a greater number of daily flights should the FAA take this action.

Failure to at least offer this scenario as one of the study alternatives creates a defacto situation of "piecemealing" the environmental review process in order to reduce the effect of study impacts. Such piecemealing prevents the reviewing agency from accurately evaluating the entire project's environmental impacts, thereby resulting in an underestimation of and failure to disclose significant environmental impacts.

An EIR based on this limited review violates the Agency's duties to adequately disclose under CEQA, the impacts of the project by preparing and certifying an EIR, considering mitigation measures and adopting findings and overriding considerations conforming to the requirements of CEQA and the CEQA Guidelines.

Moreover, the approach anticipated by the City ignores the issue of cumulative impacts. Cumulative impacts are defined in the CEQA Guidelines as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant impacts (CEQA Guidelines § 15355). In a CEQA evaluation, the proposed action must be considered with the combined effects of the cumulative actions in a single analysis. The CEQA Guidelines require that cumulative impacts be discussed when they are significant, and that the discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence.

The current structure, which is a temporary facility, was approved by Negative Declaration by the City without any substantial review of it broader impacts. The focus that the City apparently intends to take with this EIR is equally

MICHAEL A. WRIGHT

1835 East 37th Street ♦ Long Beach, CA 90807 ♦ michael.wright1@verizon.net ♦ Wireless: (562) 889-7310 ♦ Home: (562) 426-1191

narrow in scope. It appears that the intent of City is to seek the narrowest possible definition for this project and ignore the broader implications for health, safety and socio-economics.

Noise Impacts

As mentioned above, a non-renewal by the FAA of the City's Airport Noise Ordinance is a possibility given regional pressure for increased airport capacity. Though the loss of this ordinance is not a certainty, the threat of non-renewal and the subsequent increase in flight volumes, should be assessed as a possible scenario under any valid environmental review.

Regarding specifically Section XI – Noise; the NOP document indicates that the City believes noise impacts resulting from the terminal improvement project will be less than significant in all cases.

Given the potential for increased flight volumes following an FAA non-renewal of our noise ordinance, the impacts from noise indicated in the NOP should be increased to that of Potentially Significant. The NOP is incomplete and misleading in that it incorrectly concludes the project will not expose people residing and working in the project area to excessive noise levels.

While there are many impact areas to consider when noise levels increase, (such as health and well-being) I will focus here only on the socio-economic impacts. It is common for such impact assessments to be included in an EIR that reviews airport related improvements.

I am personally aware that socio-economic impacts were assessed recently for the construction of a third runway at SEA TAC and for similar improvements to St. Louis International Airport. In both cases, community impacts related to increased flight volumes were assessed. In particular, the impacts to residential and commercial real property and retail/service business operations were investigated in detail.

Both academic and FAA sponsored studies of airport noise impacts conclude that housing values are reduced in communities surrounding airports, with the greatest reductions occurring in areas where the average value of the housing stock is greatest.

The impact of noise on the value of residential property immediately surrounding an airport has been investigated around the United States. The results have generally shown an inverse correlation between noise levels (measured by Ldn contours) and residential property values. The academic studies all found a positive relationship between the noise, and related pollution, caused by airport operations and reduced residential property values. Recently published articles in peer-reviewed journals and university presses detailing this are numerous. Several are indicated below:

- a. Cockerill, Lee, 2001, *Airport Proximity and Single-Family Home Prices in Southern California: A Hedonic Housing Value Approach* (Institute for Economic and Environmental Studies at California State University at Fullerton).
- b. Greenberg, Michael and Schneider, Dana, 1996, *Environmentally Devastated Neighborhoods: Perception, Policies and Realities* (Rutgers University Press).
- c. Frankel, Marvin, 1991, "Aircraft Noise and Residential Property Values," *The Appraisal Journal*.
- d. Nelson, J. P., 1980, "Airports and Property Values: A Survey of Recent Evidence," *Journal of Transportation Economics and Policy*.

MICHAEL A. WRIGHT

1835 East 37th Street ♦ Long Beach, CA 90807 ♦ michael.wright1@verizon.net ♦ Wireless: (562) 889-7310 ♦ Home: (562) 426-1191

- e. Mieszkowski, P. and Samper, A.M., 1978, "An Estimate of the Effects of Airport Noise on Property Values," *Journal of Urban Economics*.
- f. Crowley, R.W., 1973, "A Case Study of the Effects of an Airport on Land Values," *Journal of Transportation Economics*.

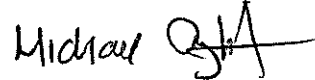
The following two studies were done for the FAA and both found a positive correlation between noise, and related pollution, caused by airport operations and reduced property values.

- a. Booz-Allen & Hamilton, Inc., 1994, *The Effect of Airport Noise on Housing Values* (FAA, Office of Environment and Energy, September).
- b. Newman, J.S. and Beattie, K.R., 1985, *Aviation Noise Effects* (FAA Report EE-85-2).

The Booz-Allen study used both statistical regression analysis and on-site appraisals to analyze noise impacts at five airports around the country. It concluded that housing values were reduced at all the airports, with the greatest reductions occurring in areas where the average value of the housing stock was greatest.

Conclusion

I urge the City to amend the NOP to consider the potential impacts of increased flight volumes which could potentially result from a combination of improvements done to the terminal facility and possible FAA non-renewal of the City's Noise Ordinance. Moreover, the resulting EIR will be significantly incomplete and misleading if the socio-economic impacts of increased noise levels are not included.



Michael A. Wright
1835 East 37th Street
Long Beach, CA. 90807

Edwin and Judith Reeves
3940 Lemon Avenue
Long Beach CA 90807
(562)427-4565

October 21, 2003

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Re: Airport expansion

Dear Ms. Reynolds:

Our personal lives are interrupted by the increased activity at the Long Beach airport. We live in Bixby Knolls under the flight path. When aircraft fly over our home and neighborhood, we cannot hear voices on the telephone or television, we have to stop conversations inside our home as well as out of doors. We have increased amounts of sooty dirt on our home and yard.

My husband has heart disease which is exacerbated by the stress created by the high noise levels. We are also concerned about the increasing levels of pollution created by increased airport activity.

The expansion of the Long Beach airport, particularly adding to the number of flights can be very detrimental to the health of citizens living below or adjacent to the flight paths. Children are particularly endangered.

A study from Cornell University in Ithaca, New York, describes this problem: "The constant roar from jet aircraft can seriously affect the health and psychological wellbeing of children.... The health problems from chronic airport noise, including higher blood pressure and boosted levels of stress hormones, the researchers say, may have life-long effects."

"This study is probably the most definitive proof that noise causes stress and is harmful to humans," says Gary Evans, a professor of design and environmental analysis in Cornell's College of Human Ecology.

The current plans for the Environmental Impact Report address improved parking and terminal space only. They do not address the problems created by the number of flights. Moreover, the testing mechanisms do not test the current noise levels and pollution in the residential areas surrounding the airport, and they do not take into account the existing heavy pollution from the port, the freeways and the refineries.

Angela Reynolds
October 21, 2003
page 2

A Human Health Risk Assessment should be included in the EIR before any construction begins.

The City and the airport are breaking laws and agreements currently in effect:

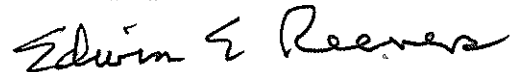
The airport had agreed that flights taking off would not bank until they reached the 91 Freeway. They are banking over our heads 3 miles south of the 91 Freeway.

The current noise ordinances are being violated.

The curfew is being violated repeatedly.

For all of the above reasons, we are concerned that our health is threatened, our property values will be reduced, and our neighborhoods will deteriorate.

Sincerely yours,

A handwritten signature in cursive script that reads "Edwin E Reeves".

Edwin Reeves

A handwritten signature in cursive script that reads "Judith Reeves".

Judith Reeves

cc: Beverly O'Neill
Robb Webb

Mike Kowal
3756 Pine Avenue
Long Beach, CA 90807

October 21, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Re: Notice of Preparation and Scoping
Long Beach Airport Terminal Area Improvement

Dear Ms. Reynolds,

I send this document as an extremely concerned resident of Long Beach. Like most other citizens I have had no formal environmental, scientific or technical education. Therefore, like other citizens I must rely on agencies such as yours to perform the due diligence necessary to protect citizens health, safety and well being. I trust that you will not take these concerns lightly!

Please accept the following comments, suggestions and concerns regarding the scope of the Environmental Impact Report (EIR) being prepared for the improvements at the Long Beach Airport (LGB). I presume this letter will become part of the public record allowing recourse if my comments, suggestions and concerns are not adequately addressed.

Entire scope of the project must be evaluated

The logic noted in the Notice of Preparation (NOP) of studying only current flight levels is faulty and shamefully dishonest. To base assumptions on the current LGB Noise Ordinance, at its current number of allowable flights (a minimum) and current operational levels is neither rational nor acceptable. No consideration should be given to the local noise ordinance; which by the way only speaks to noise, a minor part of overall airport impact. This ordinance is subject to change by whim of governmental agency, the Long Beach City Council or by any successful challenge from any other entity desiring to expand operations at the facility. Your findings must determine maximum flights, passengers and total operations possible. The EIR must include the entire scope and impact of the project - reaching well beyond the boundaries of LGB and addressing "Cumulatively Considerable" impacts. A ten-mile radius should be a minimum.

It is imperative that all potential and existing adverse conditions be identified not only at the site but also the surrounding communities. These would include but not be limited to, Long Beach, Signal Hill, Lakewood and the nearby, airport impacted communities located in Orange County. At Chicago's O'Hare Airport, studies have suggested that residents within a 10-mile radius of the airport face cancer rates that are some 29 percent greater than in the rest of Illinois. At Boston's Logan Airport, studies have shown respiratory disease, asthma and allergies are twice as common in neighborhoods near the airport. Studies around airports in the rest of the country have indicated potential health impacts ranging from cancer to respiratory, neurological, and reproductive impacts. The British Medical Journal, Lancet, reports people living near Heathrow Airport had increased risk of mental illness. Discovery Magazine (Aug '2003) reports that a recent study showed a

significant lag in brain development in the testing of newborn rats whose mother was subjected to noise impact. The above noted afflictions and all others must be included, studied and mitigated. Any addition to existing facilities will increase impact. Any expansion will enable an increase in the number of potential operations with large increases in the number of vehicles and passengers. The EIR must calculate maximum potential use and must take all potential impacting increases into consideration.

Negative Impacts

Noise is largely the most noticeable impact associated with airports. Effects of all types of noise pollution must be considered and studied. Serious physiological and psychological effects to those subjected to the daily impact must be evaluated. Evaluation should include any and all known effects from inaudible low and high frequency sound waves, which most likely contribute to adverse health in humans according to recent studies. Noise pollution greatly affects children and senior citizens. Special attention must be given to these at risk segments of our population. Any recommended mitigation must be substantial and scientifically proven.

Noise effects may be minor when the products of jet engine exhaust and other airport pollution sources are considered. Airports produce massive amounts of hazardous and toxic emissions. Huge amounts of data are available through the Internet. Among the list of constituent compounds are: Freon 11; Freon 12; Methyl Bromide; Dichloromethane; cis-1,2-Dichloroethylene; 1,1,1-Trichloroethane; Carbon Tetrachloride; Benzene; Trichloroethylene; Toluene; Tetrachloroethene; Ethylbenzene; m,p-Xylene; Styrene; 1,3,5-Trimethylbenzene; 1,2,4-Trimethylbenzene; o-Dichlorobenzene; Formaldehyde; Acetaldehyde; Acrolein; Acetone; Propionaldehyde; Crotonaldehyde; Isobutylaldehyde; Methyl Ethyl Ketone; Benzaldehyde; Beraldehyde; Hexanaldehyde; Ethyl Alcohol; Isopropyl Alcohol; Methyl Ethyl Ketone; Butane; Isopentane; Pentane; Hexane; Butyl Alcohol; Methyl Isobutyl Ketone; n,n-Dimethyl Acetamide; Dimethyl Disulfide; m-Cresol; 4-Ethyl Toluene; n-Heptaldehyde; Octane; 1,4-Dioxane; Methyl Phenyl Ketone; Vinyl Acetate; Heptane; Phenol; Octane; Anthracene; Dimethylnaphthalene (isomers); Fluoranthene; 1-methylnaphthalene; 2-methylnaphthalene; Naphthalene; Phenanthrene; Pyrene; Benzo(a)pyrene; 1-nitropyrene; 1,8-dinitropyrene; 1,3-Butadiene; sulfur oxides; Sulfur dioxide; sulfuric acid; urea; ammonia; carbon monoxide; ozone; particulate matter (PM10, PM2.5) and 3-nitrobenzanthrone which may be the most hazardous compound ever to be tested for carcinogenicity, scoring substantially higher in the well-known Ames test than its nearest rival, 1,8-dinitropyrene. Many of the others listed are considered to be carcinogens. Adding to the direct effect of any single chemical listed above, the probabilities of synergistic effects must be fully considered.

Airport pollutants mixing with other nearby polluters, including the Port of Long Beach; Boeing; the 405, 605, 91 and 710 Freeways; numerous nearby chemical plants, petroleum refineries, energy producers, industrial and manufacturing facilities can create a toxic brew of compounds which are further subject to reactions caused by atmospheric and solar effects. Not to identify all sources of pollution and environmental concern would be a disservice to the citizens who deserve to know the total quality of their environment. Proposition 65 requires California business to warn the public and employees of potential exposure. All business and agencies who have filed Proposition 65 notices past and present should be identified and included in the study, with the cumulative impact addressed. A minimum radius of ten miles from the project would seem reasonable. Cumulative impacting conditions can result in new consequent hazardous compounds. The probable and possible effects of these and all other health damaging compounds must be fully identified at, above and below ground levels and be addressed. It's imperative that the scope of this exposure extend well beyond the boundaries of the facility!

Other Negative & Cumulative Impacts

Comprehensive study, analysis and mitigation should include and evaluate all other impacting conditions and projects. Unfortunately the Long Beach Airport is located in the middle of the city with residential housing surrounding it. The neighborhoods located at each end of runway 12/30 are two of the largest, stable, and attractive in the city. The potential impact of increased operations and health impact upon these neighborhoods creates the probability of blight and decline in home value. This will create the flight of current owner-occupied, middle to upper income residents. In their place will be a high percentage of non-owner, lower income residents and rental housing. The overall effects of this transition must be calculated. The resulting dynamic could in itself be a final blow to our city. City spending has surpassed revenue to the tune of \$60 to 90 million dollars (debt). Not only do we live in a fragile environment, we live with a fragile economy. The City of Long Beach currently is unable to provide adequate services to its residents. It should be noted that the Long Beach current population currently consists of approximately 50% low-income residents. Long Beach also shamefully ranks among the worst in the nation in homicides and crimes against property.

As the majority of commercial activity is located over these extremely important housing areas it is imperative to qualify and insure that the probability of an air disaster (crash) is not increased! Serious evaluation must be given in regards to airport safety. LGB continues to expand general aviation operations facilities. The increased risk of disaster improves with the increased operations. Commercial and general aviation uses do not safely mix. This is exasperated by the existence and use of the multiple runway layouts found at LGB. It should be noted in the EIR that LGB ranks among the top 10 of all airports in reported runway incidents. The existing scenario at LGB of increasing mixed operations at the site with operations over large expanses of residential homes invites disaster. Long term and on going re-construction and modifications to runway 30/12 have not been fully or properly assessed. This project was approved by the Long Beach City Council (as other incremental improvements and additions have) with the use of a Negative Declaration based on an outdated EIR. This did not evaluate the enormous impact residents would be experiencing that live on both ends of the inadequate back up runway. This dangerous existing condition should be considered in your evaluations and mitigations.

There are many other existing and planned projects both in and surrounding the city. Residential growth in Long Beach is at an all time high with over 10,000 residential units being built and on the drawing board. The Boeing Pacific Center Project will add unknown development, residential, industrial, service oriented, commercial and retail to an already fragile environment. Nearby Killroy has plans for development, and I am told there are plans for both a new hotel and existing hotel expansions being considered and planned. All current and planned developments along with their cumulative effect must be identified, considered, measured and mitigated. Vehicular traffic creates enormous impact and pollution. This must be fully evaluated both on and off site with all nearby existing and planned projects taken into consideration.

Property Values / Right of Enjoyment

Every citizen has the basic right to enjoy and protect his property from impacting effects, health impact, disturbance of peace, loss of sleep, and loss of enjoyment. Property value loss is realized thru adverse condemnation. When property is subjected to negative outside negligence or impact, loss of value can occur. This potential for loss of value must be determined and mitigated. Any mitigation, including condemnation and noise retrofitting must be borne by the City of Long Beach.

Human Health Risk Assessment

The expansion will create additional environmental impact upon the community. As the citizens of Long Beach currently suffer from unacceptable and high levels of pollution, it is imperative that a full and complete Human Health Risk Assessment be completed as part of the EIR. All data must be community

specific, not standardized! Any and all potential health, safety or life threatening effects must be completely mitigated prior to any approved airport expansion. Part of this study should include 'Breast Milk' analysis. Our citizens have the right to know the dangers of living in a city that has been ignoring and minimizing health risks and concerns while allowing impacting growth.

Geologic Unknowns

The airport and surrounding properties are located upon a known and productive petroleum field containing numerous chemicals and gases. The existence of all toxins must be explored, tested and confirmed to be safe in or around a facility which itself produces many dangerous toxins. Flammable natural gasses are present on site and at extremely high and explosive levels. These highly dangerous conditions must be fully explored and mitigated. There are many sources available for research. All available data should be included in your findings and conclusions.

Responsible Agencies must respond to the full impact of this project.

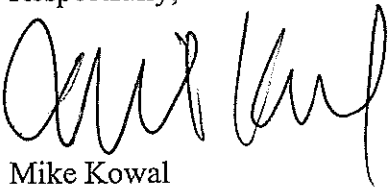
The City of Long Beach acting as the lead agency has dishonestly confined the EIR impact study area to the improvement site(s). I suggest that once the full scope of the impact study area is determined (ten mile radius as a minimum) all Responsible Agencies and the public within these impacted boundaries be notified with required response per CEQA guidelines.

Conclusion

The residents of Long Beach and surrounding communities deserve the very highest protection possible towards their health, safety and enjoyment of property. We currently live and breath the worst air in the country! We live with the combined impact of two major shipping ports, the impact of 4 major freeways adjoining our homes, and the two major rivers in LA County which deposit all upstream pollution upon our beaches and into our water. The price for this has already jeopardized and taken a toll upon our citizen's health and well-being

Our local airport was never intended to have or accommodate commercial flights. Thru poor planning and irresponsible governmental policy we now have an expanding airport in the middle of our city. The facility is surrounded by homes and families and has already caused too much impact. Strangely, we live within 20 miles of two international airports, how important is LGB to its residents? The time to put an end to this is now. The vehicle to stop the expansion insanity is a full and complete EIR showing all cumulative impacts and including a Human Health Risk Assessment. Anything less than this is dishonest and a breach of your responsibility!

Respectfully,



Mike Kowal

Information/research sources: California Environmental Protection Agency, Air Resources Board; US Citizens Aviation Watch; Natural Resources Defense Council; Alliance of Residents Concerning O'Hare; South Coast Air Quality Management District.

October 21, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, Ca. 90802

My letter is in concern to the improvements at the Long Beach Airport. After attending both public meetings, I have many doubts about the improvements. I would ask that my concerns be addressed in the EIR.

The EIR should use data that is current and involves the total number of allotted flights (66).

A Health Impact Study is conducted examining the total effects of **all** the airport functions on and off the facility. Ground pollution, air pollution, and sound pollution, classroom disruptions at all grade levels, chemical contamination etc.

Traffic congestion, accident rate increase

Stress on current city services necessary to provide for the operation of the facility with 3.4 million travelers a year. Police/Fire, public works, airport personnel etc.

Projected increases in city personnel, equipment, and budget to provide necessary service to operate the airport at the projected 3.4 million travelers per year.

With the enlargement of the facility, are there adequate hospital facilities in case of a disaster involving an airline or commuter flight.

What are the financial impacts on the airport/city if the improvements **are not approved**?

Failure of the airlines to live within the current regulations has resulted in numerous flight and sound violations. Based on the current violation rate of the airlines, what would be the projected violation rate with a total of 66 flights? How would that new violation rate effect the surrounding residences, students, people employed in the area of the airport?

What are the effects on our property value?

If the facility is completed, what are the maximum amount of travelers and flights that the facility could safely handle within fire codes and FAA regulations? If this number is over the 3.4 million travelers, what is the new environmental impact on the city? Adjusting for the violation rate of the airline, what are the overall effects of operating the airport? (I know we have sound ordinance, which regulate flights and sound pollution. But if the airline sued us again, what are the total number of flight and there effects on the city.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Morey', with a long horizontal flourish extending to the right.

Tim Morey
1924 Marber Ave.
Long Beach, Ca. 90815

Mr. & Mrs. Nathaniel Glover
1036 East 46th Street
Long Beach, CA. 90807
562-728-1717
Facsimile 562-428-7110

October 15, 2003

City of Long Beach
Planning and Building
333 West Ocean Blvd.
Long Beach, CA. 90802
ATTN: Angela Reynolds
Environmental Officer

RE: Proposed Long Beach Airport Terminal Improvement

Ms. Reynolds:

My wife and I reside in the Bixby Knolls area of Long Beach on East 46th Street. We have the misfortune and suffer the duress of having the departing flights from Long Beach Airport fly directly over our home. At least 95% of the time, the planes fly so low that we feel the vibration causing the windows in our home to rattle and very likely affecting the foundation and potentially causing cracks in the stucco exterior or exacerbating existing ones. In addition, the noise level is so extreme that when each plane passes through our air space, we are unable to hear the television, phone conversations or other audio media we may be attempting to enjoy. It routinely disturbs sleep. The noise level has infringed upon our legal right to the "quiet enjoyment" of our property. In addition, we, nor do we believe any other affected resident, has ever granted to the City of Long Beach an Avigation Easement that would through written agreement grant the City of Long Beach or Long Beach Airport free and unobstructed rights of use and passage by Aircraft in and through the airspace above and within the vicinity of our property. Such an easement would typically provide for the homeowner's acknowledgement or consent to the noise, sound, vibrations, air currents, electronic interference and aircraft engine exhaust and emissions that may (and do) result from or be related to the taking-off, landing or flight of Aircraft to or from the Airport and over our Property. As taxpaying citizens, neither the City or Airport officials have provided us the courtesy of a personal inquiry regarding the flight paths, its affects, or tendered any offer to fund a program to acoustically treat and insulate our residence or install any improvements and modifications to our property that would reduce noise levels or structural damage.

We realize that the City may have legal rights through an eminent domain action; however, we have been unable to locate a Notice or Memorandum of such action recorded in the public

records. If the private rights to the air space over our properties are subject to the right of passage or flight of Aircraft, it should not cause any form of injury to the homeowner or their property.

Furthermore, it is our belief that the passage of Aircraft has increased the air pollution affecting the health and growth of the plant life, fruit trees and vegetables grown on our property. We randomly experience a black ashy film covering the vegetation that after some research, we feel may be the effects of the debris emitted from engine exhaust or emissions. This also raises the concern of potential health risks to the residents affected.

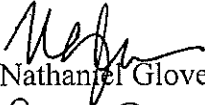
During recent years, Southern California has benefited from the appreciation of real estate values. Though we realize the market will adjust within the next 12 –18 months, the current flight path will undoubtedly have an adverse impact on the livability of the neighborhood and resale value of the properties.

Where is the equity for those of us who live within the flight paths? Who will compensate us for the monetary loss we suffer in the increase costs of maintenance and ultimate property devaluations? It is stressful and often embarrassing to have social gatherings at our home due to this nuisance.

Though we regret the implication, we feel it would behoove the City and Airport to consider shifting the flight path North of Del Amo Boulevard where property values are currently lower or consider moving the airport closer to the ocean, thereby minimizing the impact to Long Beach residents. Utilizing the land vacated by the closing of the Naval Shipyard may be a costly proposition, but potentially worth the investment for the City and its residents. At the very least, has the City thoroughly considered and investigated the acceleration and angle of the Aircraft at take off, potentially allowing the Aircraft to reach a higher altitude in a shorter time period and minimizing the nuisance levels.

We respectfully request that the City of Long Beach place the concern, health and welfare of its residents over the monetary benefits of any proposed Airport Terminal improvement and responsibly address the current problems.

We await a reply,


Nathaniel Glover


Christina Glover

cc: Long Beach Airport

Susan and Bernie Hawkins
3570 Brayton Ave.
Long Beach, CA 90807

October 22, 2003

Ms. Angela Reynolds, Environmental Officer
City of Long Beach, Building and Planning
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

My husband and I have lived in Long Beach for ten years. Having discovered the city as students at Cal State Long Beach, we decided to stay after we were married. We bought our first house here, in the California Heights neighborhood almost nine years ago. We chose this neighborhood for several reasons: its beautiful old houses on tree-lined streets, the strong, stable sense of family and community created by residents, and its affordability. We worked hard to come up with a down payment so that we could buy the house that would become the foundation for our life.

In many ways buying our house and living in this neighborhood has fulfilled many of our dreams. In one huge aspect it has not. Our lovely Spanish house, which we have restored and renovated from the ground up by ourselves, lies directly in the flight path of runway 25R/7L. At the time we bought our house, this was not deemed to be a problem because only the smaller planes used that runway and flights were not allowed to take off or land before 8 am and after 10 pm.

Now, however, the situation is drastically different. From 7 am to 11 pm daily, we have a constant flow of airplanes, and airplane noise, flying over our house. In addition, we have regular and frequent violations of the noise abatement hours regulations as well as obvious noise level violations.

On the evening of September 9, 2003, jets were re-routed to runway 25R for takeoff because of repairs being made to the main runway. I cannot even begin to describe the hell we endured that night. From 7 pm on, we had a continuous flow of passenger and cargo jets flying directly over our house. It was like being tied to the train tracks while watching the train barrel down on you at full speed. Not only were our windows nearly rattled out of the frames, our whole house shook. The water in our fish pond even vibrated. There is no possible way that this amount of noise could even remotely have been within the 92db SENEL noise level restrictions set by the FAA for runway 25R. Interestingly enough, these flights were not listed as noise violations on the city's web site. The claim was made that these flights were not considered noise violations because the FAA Tower directed the airport to re-route these jets to runway 25R so that repairs could be made to the main runway.

The question is, why could not these repairs have been made after hours? It is just as dark after 7 pm as it is after 11 pm, only there would have not been any jets to be re-routed. I ask you this: What is the point of having noise level restrictions if they are not going to be applied? It seems to me that the noise level restrictions should be applied consistently. The fact that the flights of September 9, 2003, were not listed as violations appears as a deceptive act on the part of the airport and the City to cover up grievous violations

So do you see why we are angry and outraged at this proposed "enhancement" of the Long Beach Airport? We do not believe for a minute that either the airport or the City intends to stand by the current flight and noise restrictions placed on the Long Beach Airport. Apparently, the FAA cannot be trusted to stand by their own rules as well. After all, what is the purpose of increasing the parking areas, passenger waiting areas, baggage claim areas, building a bigger food court and providing more parking slots for airplanes if you do not intend to increase the amount of flights in and out of the airport? Therefore, we as residents, not just of California Heights, but of the City of Long Beach, demand that a full, comprehensive Environmental Impact Report *reflecting the maximum utilization potential of the airport facilities*, be completed. We demand that this report take the following into consideration:

- **-Current and community specific- not standardized- noise measurement data (based on 2003 flight frequency and noise levels, not 2002)**
- **-Noise levels determined by actual noise measurements- not mathematical averaging formulas- for the maximum airport usage**
- **-Air quality and toxic emissions studies including the compounded impact on our air quality from our proximity to the port, refineries, and surrounding freeways**
- **-Increased traffic impact**
- **-The impact of all of the above on property values for residential areas in the airport vicinity**

California Heights is a designated historic district. Our houses and street trees are protected by this status. Our houses are being shaken off their foundations by airport noise while trees and even residents are being killed apparently by pollution. According to the Air Quality Management District's *Multiple Air Toxics Exposure Study* (MATES II), parts of Long Beach, specifically in the vicinity of the Long Beach Airport, "have the highest projected risk rating for cancer from exposure to airborne toxics in the L.A. Basin" (LBReport.com). On our half of the block alone, three people have been afflicted recently with cancer. One of those neighbors has died. As a tax paying resident of the City of Long Beach, my husband and I do a lot to contribute to the economic health of our city by supporting local businesses, cultural organizations and charities, in addition to paying property taxes. Likewise, we feel that the city has a responsibility to support its residents, at the very least by not killing us through the willful creation of a toxic environment.

Recently, one Long Beach public official was quoted as saying to a Long Beach resident regarding these issues, "You bought in that neighborhood." Yes, that is true. However, we bought our homes based on an entirely different airport climate- one with substantially stricter noise abatement requirements and 400 percent less airplane traffic. Likewise, had people like us been able to afford to buy homes in other lovely areas of Long Beach, take Naples for example, that are not directly in the flight path we probably would have. Should we deserve a poorer quality of life because we can't afford a million dollar home? We implore you to conduct a thorough, inclusive environmental impact report on the airport improvements.

Sincerely,


Susan and Bernie Hawkins

4625 Ruth Avenue
Long Beach CA 90805
October 21, 2003

Angela Reynolds
Environmental Officer
Planning and Building Dept., City of Long Beach
333 W. Ocean Blvd.
Long Beach CA 90802

Dear Ms. Reynolds:

I am writing you to request a full and complete EIR regarding any increase in facilities at the Long Beach Airport. Our area already has too much noise and ^{too many} other harmful environmental impacts and potential hazards. The whole situation here needs to be considered, including the ports and existing pollution from freeways and the Southern California lifestyle. Inviting additional air traffic by expanding facilities threatens the quality of life, if not lives, of too many Long Beach citizens in a gamble for economic gain that could disappear instantly with another, promised terrorist attack.

Lucy L. Hawk

Ernest R. Barat

Below are a couple of corroborating statements, in case you didn't see them in Sunday's Press Telegram.

Thank you for considering this request.

Sincerely,
Lucy R. Hawk

cc: Rae Habelich, LBHUBH2; Councilman Rob Webb

TechSmart

BY JIM LOUDERBACK

In case you hadn't noticed, life is getting louder. In 1999 Americans rated noise as the biggest problem in their neighborhoods, according to the U.S. Census Bureau; more than 1 in 10 people highlighted street or traffic noise, and nearly half of those considered relocating to escape it.

TV executive and apartment dweller Scott Murphy is a typical sufferer: Whenever his neighbors play their stereo too loudly or leave the TV on, "I feel like my personal space has been violated," he says, exasperated.

Even low levels of sound are annoying. The background roar of cars, airplanes and even a loud fan can increase anxiety and stress. It's even worse for kids. A 2001 study in Austria found that children living in noisy neighborhoods had higher blood pressure and heart rates, and they generally were more stressed out. A Swedish study found that people living near airports had higher blood pressure than those farther away.



JIM LOUDERBACK is editor in chief for Internet at Ziff Davis Media, the publisher of PC Magazine and eWeek.



President & CEO • MARCIA L. BULLARD
Publisher • CHARLES GABRIELSON
Executive Editor & VP • JACK CURRY
SVP/Newspaper Relations • DAVE BARBER
VP/Operations • BILL COAKLEY
Dir./Human Resources • GRETCHEN CIOFFI
Dir./Marketing • SONIA DAVID
Dir./Research • FRANK DOLCIMASCOLO
Dir./Operations • LAURIE LAMON

4 USA WEEKEND • Oct. 17-19, 2003

USA WEEKEND
7950 Jones Branch Dr.
McLean, Va. 22107
Telephone: 800-487-2956
E-mail: usaw@usaweekend.com
For permission to reprint
an article, call 800-487-2956.
Advertising Office:
535 Madison Ave.
New York, N.Y. 10022

A Message From

William A. Burke, Chairman
AQMD Governing Board

Together, we must commit to lifting the burden of poor air quality from our loved ones. We must keep pushing one resounding message, from chambers of commerce and school boards, from not-for-profit organizations and trade associations, from operators of small businesses and local youth groups, from medical clinics and houses of worship, from neighborhoods and cities to all state officials - - from every reader of this publication to every policymaker: Southern Californians want clean, healthful air, in this decade.

LBPT, 10-19-03

Tim and Maria Price
3646 Cerritos Avenue
Long Beach, CA 90807
October 23, 2003

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

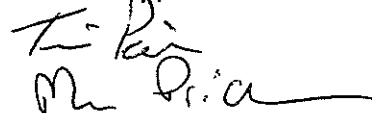
SUBJECT: Long Beach Airport Terminal Area Improvements Environmental
Impact Review

This letter provides our comments on the environmental impact review on the Long Beach Airport terminal area improvement. The environmental impact review (EIR) needs to assess and evaluate the short- and long-term, as well as the direct and indirect, effects of the terminal area improvement on the City of Long Beach and surrounding environment. The EIR needs to include in-depth analyses on:

- traffic congestion
- noise pollution
- air quality
- ground and water contamination
- quality of life
- residential property values
- economic liabilities and commitments
- health related illnesses and diseases
- future airport expansion

We do not support the expansion of the Long Beach Airport. Currently the airport infrastructure is a limiting factor affecting the ability of the airlines to maximize capacity. Expanding the terminal will only increase the number of passengers using the terminal and the future demands for additional airport capacity and expansion.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Price" and "Maria Price" joined together.

Tim and Maria Price

October 19, 2003

Angela Reynolds
Environmental Office
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Reference: Long Beach Airport EIR

Dear Ms. Reynolds:

I am extremely concerned about the possible expansion of Long Beach Airport. I live in Los Altos (4th district) directly under the flight path. Planes fly very low right over our house. The noise and pollution and stress are already unbearable. In the last 2 years since Jet Blue has been using the airport things have only gotten worse. Our quality of life has dropped to an all time low. I own my home and have lived here 20+ years and am now feeling I may be forced to move because of the proposed expansion.

I have many concerns and would like to discuss some of them in this letter. I feel that by "improving" and expanding the airport you are only inviting more airlines to want to use the local air space. More airplanes mean more noise, more cars/trucks and machinery, more people, more pollution, more health risks! We are already at full capacity as far as these issues are concerned.

The noise created by these airplanes interrupts our lives continually during the day and often in the middle of the night. There are noise limits but the rules are often broken. The fines for breaking these rules are way too low and amount to a joke. More noise monitoring stations need to be set up and not at areas where planes do not fly or where they can turn and avoid these monitors.

The pollution created by all these airplanes is at a dangerous level when you take into consideration that we already live in one of the most unhealthiest air quality areas of the entire United States. We have the freeways nearby and the Port of L.B. and the Wilmington Refinery and local power plants. We are breathing this pollution and it is causing health issues such as respiratory problems, asthma, high blood pressure and heart rates, cancers and many other ailments. We need to think about the hazardous waste issues involved and the pollution that is going into our storm runoff drains that go directly into the ocean.

This EIR needs to look at ALL planes that fly in our air space. We often have military planes and police helicopters and hospital helicopters flying overhead. There is so much talk of limiting the large commercial planes to 41 – well the smaller aircraft can be just as disturbing and have a great impact on our quality of life also.

Mental health issues need to be studied. We who live under the flight path are well aware of the stress and how these planes affect our personality each day. We live in fear of the health concerns of what this noise and pollution is doing to our families. Some nights we get little sleep due to illegal flights waking us up at all hours of the night. We watch our dogs and pets crouch and cry when large UPS/Fed Ex planes roar overhead.

Many schools fall directly under the flight paths. I live across from CSULB and Minnie Gant Elementary School. It is a worry to me now to watch the little children out in the Gant playground each day and wonder how much harm is coming to them due to the noise and pollution and stress caused by these many airplanes that disrupt their daily lives.

I personally have to wash off my patio furniture and car several times a week because of pollution coming from the planes. Just last week I had a large commercial plane "dump" oil and hydraulic fluid all over me as I was coming out of a meeting at CSULB.

We live in a nice area (Los Altos) but if these issues are left unchecked the value of our real estate will drop and we will be left with a neighborhood of rentals and people not taking pride in their homes. Potential blight studies and effects on our real estate need to be addressed. Many people in this neighborhood are original families and we care about our neighborhood.

Safety issues need to be addressed in this EIR. I lost friends in the Cerritos air disaster and would hate to have a situation like that ever happen again. Increasing the airport is only putting us at risk for a potential disaster such as this.

I have a concern about who is going to be conducting this EIR. I have had some experience working with EIR's in the past. We must have an independent outside agency who will be able to remain neutral and unbiased and will not slant the results in favor of one party or another. We want a true accurate accounting for the records. Do not use information obtained years ago by an old EIR study. Things have changed drastically in this area.

This EIR cannot just focus on the airport property alone but must take into account the entire surrounding area for many miles surrounding the airport location. Do not just think of this as an impact study on a new parking structure or a new permanent building or a new concession eating area – this affects the entire residential area for many miles outside the airport property.

I am very glad an Environmental Impact Study is being conducted. Now let us do it in a proper way. Please listen to the concerns of the local residents. We live in the area surrounding the Long Beach Airport and WE CARE ABOUT OUR COMMUNITY.

Yours truly,



Jan Sampson
1877 Britton Drive
Long Beach, CA 90815
(562)493-7077

cc: Beverly O'Neill, L.B. Mayor
Dennis Carroll, L.B. City Council
HUSH 2



Rita Mills
1924 Lave Ave.
Long Beach, CA 90815

The Humane Society of the United States



Friday Night at 9 o'clock
I have my fingers stuck
in my ears. The noise
~~every~~ Ten minutes
is unbearable from these
DAM aeroplanes going
over my house - so low
I could touch them. We
already had one stress
~~stroke~~ from disturbed
sleep etc. Can't speak
on the phone, when they
are flying over. When
friends come calling

We cant speak
to each other until
they have flown
by. Then another
& another. Sunday night
is the worse one after
another, after another,
etc etc & I feel sorry
for the children the
pollution must be
affecting their lungs
It is mine - I'm a senior
& my chest feels very
bad - coughing & wheezing
I suffered with Bronchitis
as it was, now the aeroplanes
have made it worse



20

the stress has made
my Blood Pressure
jump sky high
My Doctor said we
should move. But how
awful at our age to
have to ~~move~~ when we
should be enjoying
our Golden Years. My
Husband has Asthma
sometimes he just gasps
for air. PLEASE Angela
Reynolds do something about
it, get Denis Carroll out
of office he said, "NO MORE
flights" then went back on
his promise. You ought to
run for office. I remain
yours truly
Pete B. Hall



A horizontal line of 20 small, stylized airplane icons flying to the right, used as a section separator.

October 20, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds,

This letter is to provide you with my comments and suggestions regarding the preparation of the EIR for the L.B. Terminal Area Improvements.

- 1) Expand the EIR scope of the geographical study to include all of Long Beach, West Long Beach, East Long Beach, the Port, and the 710 & 405 freeway adjacent areas.
- 2) Include a study on the human health impact from the terminal area improvements, including the human health impact from the anticipated increased airport activity from the expansion. Activity to include: increased number of general aviation flights, increased number of automobile activity, increased number of truck and ancillary vehicles, increased number of servicing operations.
 - a. Include a study of the effects of methane, diesel particulate matter and all other chemicals resulting in aircraft and airport operations and automobile use – using new and current data to evaluate the impact. This study should also include the effects all of the chemicals have synergistically and reactions caused by atmospheric and solar effects.
 - b. Include a current study of Dispersion Modeling for particulates and look at the dispersion levels of current flights per day, and at the increase in dispersion levels of anticipated increased general aviation activity.
 - c. Include a current study of the effects of noise pollution from the current airport usage level to the level from increased activities, including physiological and psychological hazards.
 - d. Include a study of changes in air quality resulting from the increased motor vehicle activity as a result of the airport expansion of its parking spaces

...Page 2...

Thank you for your time and consideration.

Lorraine Fitton

Lorraine Fitton

Homeowner – California Heights Historical District
Seventh District
3635 Walnut Avenue
Long Beach, CA 90807
562-426-5503

cc: Mr. Charles Shoemaker, Esq.
Ms. Tonia Reyes-Uranga, Seventh District

**1021 AMELIA DRIVE
LONG BEACH, CA 90807**

October 15, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Subject: Comments, Notice of Preparation and Scoping, Long Beach Airport Terminal Area Improvements

Dear Ms. Reynolds:

We have read the Notice of Preparation and Initial Study and have comments regarding potential impacts of the subject project. Airport activities, particularly noise from aircraft, has had a major impact on our daily lives, both at home and at work. We are concerned that any additions to airport facilities will result in increased impacts. This is not only because of the proposed project itself, but also because of cumulative and growth-inducing impacts.

Airport activities already have resulted in what we consider significant impacts in the following areas:

- Aesthetics -- lighted airplanes flying overhead at night.
- Air quality -- reduction in air quality both from airplanes and vehicular traffic to and from the airport.
- Hazards and hazardous materials -- due to exposure of people and structures to the risk of injury should there be an air accident or release of hazardous materials stored at the airport.
- Water quality -- there is a risk of degradation of groundwater due to the potential for leakage or spillage of stored hazardous materials.
- Land use and planning -- the physical presence of the airport impacts land use and planning in much of the City.
- Noise -- aircraft and related noise is heard over a wide area, including our home and place of work.
- Population and housing -- impacts have resulted from growth inducing aspects of the airport and related activities.

Ms. Angela Reynolds
October 15, 2003
Page 2

- Public services – public services are required by airport and related activities and this will necessarily increase with the proposed new facilities.
- Transportation/traffic – airport traffic, and traffic resulting from surrounding businesses induced to move to the area because of the airport, has been growing and the proposed project is likely to increase traffic even more.

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. As airport facilities grow so do business activities in the surrounding area. The cumulative impact of these activities is likely to be much greater than that of the subject project itself. For this reason we believe that the analysis of the potential cumulative impacts in the areas listed above, and other environmental issues, should be included in the Environmental Impact Report (EIR).

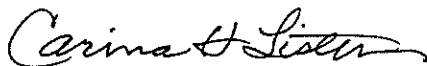
It is clear to us that activities at the Long Beach Airport over the last few years have fostered growth, particularly in the working population in the area surrounding the facility. This growth has resulted in impacts to aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, public services, and traffic. It should not be assumed that growth in the area is necessarily beneficial or of little environmental significance. As required by State regulation, we request that the EIR discuss the ways in which the proposed project could foster business or population growth, and additional construction in the surrounding area, and that the document provide an evaluation of the of all potential growth-inducing impacts.

We would appreciate your response to these issues.

Very truly yours,



Kenneth and Carina Lister



4253 Olive Ave
Long Beach, CA 90805

Dear Ms Reynolds:

I am strongly opposed to increased flights from Long Beach Airport.

Our quality of life is already impacted and a new Long Beach specific study needs to be done that takes air and noise into consideration.

The increased flights with increased noise and pollution have decreased my quality of life. Between 7pm and 830pm there are so many noisy flights that communication &/or hearing the television is impossible. A U.P.S. flight around 8pm is so noisy it is frightening.

Additionally there is frequently an illegal flight in the middle of the night that wakes me up and makes returning to sleep difficult and often impossible. This seriously affects my productivity at work.

The air quality is worse as evidenced by increased dirt on my outdoor furniture. Increased particulate

matter from increased flights will only make the air worse. Already my husband has had more problems with his asthma this year than before the increased flights.

Please take into consideration that our air is already seriously impacted because of all the pollution from the port and the increased truck traffic serving the port. Long Beach has more issues than a typical city with air quality.

Please do not ruin the city and quality of neighborhoods because a few people will make more money with more airport traffic. People matter and Long Beach has some lovely neighborhoods that can be ruined if airplanes increase.

Sincerely
Fytn Blk
Susan Bobb

Sandra Van Wyk
3856 Marron Avenue
Long Beach, CA 90807

October 14, 2003

Angela Reynolds
Environmental Officer, Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms Reynolds:

I am writing to you because I am extremely concerned about the plans to expand the Long Beach Airport. Currently the airport is a huge disturbance in our lives and as flights increase it becomes more and more so. I have lived in the area impacted by flight takeoffs for the past 17 years and the increase in air traffic has already impacted my life and the life of my family.

Specific examples of the impact on our lives include health issues such as sleep disruption caused by evening, late night and early morning take offs, asthma in a toddler I was babysitting (he is improving now that he is away from the airport on a daily basis), and hypertension and anxiety suffered by my husband. In addition, my school age children are disrupted in their classrooms all day, every day. This severely impacts the teacher's ability to communicate with the children and subsequently cuts down on the time available during the school day for actual learning to take place. It is impossible for anyone to be heard over the noise of the planes, classroom activity must stop and order must be restored once the disruptive plane has moved far enough away. This does not even include the damage to our home from vibration caused by the aircraft or interruptions in telephone calls, leisure time activities such as listening to music or watching television, or the dirt and dust which is left behind for all of us to breath and clean off every surface in our homes and yards every time an aircraft takes off. These flights along with all the other local industries and activities are harming our lives and the lives of every person, plant and animal in our neighborhoods.

In this time of increased awareness and attention on education, increasing health issues and increasing health care costs and the cost of living in general, it is mandatory that every impact of expansion of the airport and all other industries and activities be analyzed with specific data from the entire Long Beach area. A single project examined in isolation is not sufficient to understand the impact on life in our neighborhoods. Looking at other cities or areas and making generalized assumptions about the impact on Long Beach and its neighbors is not adequate. No where else is there the combined effect of the airport, the harbor and shipping activity and associated ground transportation along with all the industry. Extrapolating from existing data accumulated in past years of lower activity is also not adequate. We must take the time to do a complete and specific cumulative impact study before anything else is even proposed. The residents of the City of Long Beach and the officials making the decisions to expand the airport facilities must have access to data showing the impact of a full flight schedule with the current flight limits as well as the maximum potential of all proposed development. This study must include the impact to the environment as well as sociological evaluations on the quality of life and the impact on property values

Rather than benefiting Long Beach as some misguided, short sighted individuals might wish us all to believe, expansion at the airport of any kind is simply a recipe for disaster! With expansion of even the ground facilities at the airport we face increased air and noise pollution, not to mention our ground water and what this would do to our property values. Expansion of ground facilities will only lead to expansion of the number of flights allowed at the airport and the opening of the current flight times to allow earlier and later take offs and landings. If the desire of the City of Long Beach is to drive out high quality neighborhoods and destroy the communities that surround the Long Beach airport, then by all means continue with expansion and do not consider the long term effects. The city will be left with

October 14, 2003

worthless slums and increased crime as good citizens are driven out of the area by the loss of quality of life and property.

I thank you for your time and consideration of my input and request that you demand a current, complete and cumulative impact study for the benefit of the City of Long Beach and all of its residents and neighbors. We must know the total cost of any expansion before we proceed, not just the dollar cost of the construction itself.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Van Wyk". The signature is written in dark ink and is positioned above the printed name.

Sandra Van Wyk

Cc: R. Gabelich, LBHUSH2

Rob Webb, Long Beach City Council

October 15, 2003

Angela Reynolds
Planning & Building
333 West Ocean Blvd.
Long Beach, CA 90802

I live in the 3900 block of Bixby Heights, within one mile of the take off runway of the airport. I have lived there for 15 years. I have coexisted with the airport quite nicely for the first 10 of those years. I've always felt that an occasional plane overhead was no big deal. I even liked looking up and seeing them pass overhead. But what was an occasional disruption and a point of interest for me has now turned into a constant birrage and assault upon me and my family. Let me tell you what the past five years and most markedly the past 2 years have been like:

Flights have increased in number and volume to the point of making my family's life unhealthy. We are startled and jolted out of a sound sleep by jet engines as early at 6am and 2am in the morning. We cannot hold a conversation INSIDE our home when a plane flies overhead because the sound is so deafening it drowns out everything and I mean everything, not even the loudest yell at the top of my voice can be heard! The vibrations literally shake every window and door. Forget any backyard parties or BBQ's, no social activity can be had with jet noise interruptions, literally minutes apart, constantly all day long. Phone conversations have to be halted every time a plane flies overhead. TV viewing is impossible. Forget trying to sleep in on a Saturday or Sunday morning. The airport sends out a series of planes just minutes apart beginning at 7am sharp. Some mornings as many as 5 or 6 planes in a row all within the first 1/2 hour!

To say this is unsettling is a gross understatement. Imagine someone following you around all day long, startling you by creeping up behind you and screaming BOO! in your ear every 5 to 10 minutes. The minute you fall asleep, BOO!, the minute you get on the phone and try to have a conversation, BOO!, the plot climax of your favorite TV show is about to be reavealed, BOO!, your kids are finally asleep, BOO! You are in the middle of dinner, BOO! Now take that visual image and multiply it by 10, that's our life. I bet the maximum legal decibel level of a heavy metal rock concert is lower than the loud jets that fly overhead every day.

Now, let me talk about the health aspects. While I'm sure none of this can be directly linked to airplanes or the frequency of low flying aircraft, I would like to mention them. Our home is constantly dusty, our patio chairs and BBQ are splattered with fine mists of "jet fuel?" or some other oily substances. I have to take allergy medication every day because my skin breaks out in welts from some unknown irritant. This is a condition that I have never had before 5 years ago. I have a constant "post nasal

drip" from some unknown irritation in my throat and nasal passages. I've seen an allergist and an ear, nose and throat doctor, the cause of the irritations cannot be determined. So I take allergy medication to relieve the symptoms.

Well now, how about property values? How can I sell our house? Who would want to live under these conditions? What do you tell prospective buyers?

"Oh, don't worry about the jet noise, you'll get used to it. You won't even notice it in a few months." Baloney! If they don't notice it, it will be because they've gone deaf! How do you show your home? Try to figure out what time of day the air traffic is the lightest so you can "squeeze" in a prospective buyer?

Don't get me wrong. I'm not a plane hater. I love planes and military aircraft. My husband, son and I, go to air shows and air museums regularly. I enjoyed living close to the airport, 10 years ago. How can we roll back time so that we get back to a kinder, gentler era? When the airport respected the rights of those living in its path and residents looked up with awe at the technology that could make a man fly?

We need to find a happy medium where respect for families and homeowners takes precedent over flight schedules. As far as I can see, the airport, airlines and our elected representatives could care less. Greed and money have taken over. It is obvious to me that no matter how many times I call to complain to the airport, the situation just gets worse. When Jet Blue's fines for late and loud flights are turned into "donations" to the city libraries for which they are commended, I need to make some noise of my own.

That's why I am writing this letter. Please do not increase flights at Long Beach airport.

Signed

Bixby Heights Homeowner of 15 years

P.S. Realizing that you won't take an anonymous letter seriously, I will identify myself to you, but I do NOT want my name made public, published, reproduced or used in any way. Thank you. Suzanne Helak

cc:

ANGELA REYNOLDS,
PLANNING & BUILDING 333 W. OCEAN BLVD. LONG BEACH 90802

1845 N. College Circle
Long Beach CA 90815
Oct. 11, 2003

Angela Reynolds
Environmental officer
Planning and Building Department
City Hall
333 W. Ocean Blvd.
Long Beach CA 90802

Dear Ms. Reynolds,

The Oct. 11 meeting on the Draft EIR for Long Beach airport expansion meeting was the first airport meeting I attended. After listening one hour I became so upset that I left. If I tried the same scheme at work, I would be fired. If I scheduled a three-hour meeting to present my analysis results but told my audience I didn't intend to answer questions at the meeting, and if they had concerns they could write to me, and I did not need to respond, or they could come back during lunch hour next day, I would lose my job. The officials running the meeting Saturday constantly reminded the audience that questions could only be raised and answered the following Thursday evening. **But people need to work on Thursday.** Attending a meeting on a Thursday evening is just not convenient for me. I don't need to sit through three hours listening what the city is doing. I can **read about that**. I simply cannot believe the way Long Beach city officials treated its taxpayers.

It is clear to me after the meeting that the city officials have made up their minds. As with our famous cracker box apartments, citizen's concerns against airport expansion are on the way to be trashed.

The city and Jet Blue have used a survey to show most residents approve of airport expansion. However, the recently cancelled ShoreFest told a different story. When the beachfront residents found out there would be loud air shows over their heads and massive traffic in their neighborhood, they angrily reacted. What other residents say is that you can expand the airport but don't try to bring airplanes over their heads. The city should never sacrifice one neighborhood for the benefit of other areas, as they apparently intend to sacrifice Los Altos and Bixby Knolls to benefit downtown interests that want a larger airport.

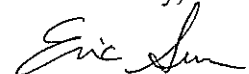
Many times the city has mentioned that a busy airport is essential to Long Beach's tourist business. However, if we conduct a citywide survey to ask residents whether fresh ocean waves or an airport is more important to the tourist business, I am almost certain that the answer is the fresh ocean waves. Should the city tear down the breakwater or part of it? I say no, because some properties could be in danger. However, I am getting more and more frustrated to find out the pro-business group, whose majority live on the beach front, is making a quick move to sacrifice my neighborhood for their benefit.

I have seen how central Long Beach has turned out. The City Hall is using the same arguments now, but from different people. When the cracker box apartments started, the housing market was booming. There were no immediate bad impacts in most neighbors' property values. However, starting from early 90s, with the real estate market went down, the cracker box neighborhoods became high-crime areas. What I am concerned is that when the next cycle comes, many neighborhoods around the airport will be the next victims. Does that help the city?

We have been told that the flight numbers will be kept the same. But everyone knows there is no guarantee that airlines will not sue Long Beach in the future. The agreement on flight limits did not stop American Airline from threatening the city. After Orange County residents have voted down an El Toro airport, sooner or later airlines will force Long Beach to have more flights. Jet Blue currently does not have enough airplanes to expand. Ten years later the story will be different. Airlines have no interests in our neighborhood's stability. We need to protect it.

So my bottom line is that in the future if airlines sue Long Beach, what are we going to do? Without the airport expansion, they are here anyway. Why should we provide them more reasons to sue us? Because there will be no El Toro airport, airlines will just continue to push more flights when the economy turns around. Are the city hall officials so eager to turn our neighborhoods into another Inglewood?

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Sun", with a stylized, cursive script.

Eric Sun

October 21, 2003

Angela Reynolds,
Environmental Office, Planning and Building
333 W Ocean Blvd
Long Beach Ca 90802

Office of Planning and Building,

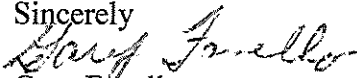
Living in the path of the airport, noise interruptions are a common occurrence. Talking on the phone outside I often have to pause until the airplanes are out of range. Conversations are also interrupted due to airport noise.

I know the government promised the people if the airport was built it wouldn't become a commercial airport; well the government has failed to keep its promise to the people. Now the people are forced to endure the noise. The airplane wakes me every morning. And have wakened me really early in the morning and late at night. The airport disrupts my sleep.

The consistent irritations presented by the airport from occur day and night, interrupting listening to the radio, TV conversations with neighbors to just taking a nap. The roars are often deafening.

Airport expansion would only increase the frequency of the events.
I want this information placed into the EIR.

Sincerely


Gary Favello
904 Cartagena
Long Beach Ca 90807

DONALD J. BERNARDINI

1506 Cartagena Street
Long Beach, California 90807
Home number: 562-424-1147
djbernar@aol.com

October 11, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802

Dear Ms. Reynolds,

The purpose of this letter is to express my concern over the Long Beach Airport terminal area improvements.

On Saturday, October 11, 2003, my wife and I attended a meeting at The Long Beach Energy Department regarding the above issue. At this meeting, the audience was told verbal comments would not be officially recorded, and if we wished to express our concerns, we needed to communicate via the written word.

I have been living in the California Heights area since 1975, and have watched the area grow beyond what the environment can endure. With the expansion/improvements of the airport, I can only anticipate the quality of life deteriorating more, and the property values in and around Californis Heights falling.

At this time, flights leave the airport at 0700 hours and the last flight leaves after 2200 hours. Needless to say, sleep deprivation is at a high level in the Bernardini household due to the noise levels of the airplanes. Also, the amount of traffic on Carson is tremendous – causing us to alter our lives. If you expand/improve the airport, please imagine the number of cars, the air pollution, noise levels, etc., in or around my working class neighborhood.

Also, I understand that methane gas is an issue around the Long Beach Airport, which has my family and I highly concerned.

I pray that you and the City of Long Beach care about the neighborhoods around the airport. Life issues are at stake with the airport expansion, and I wish to remind my city leaders that neighborhoods like mine are not to be taken lightly.

Should you have any questions, please call me or my wife, Kathryn Bernardini, at the above number.

Sincerely,





To: Ms Angela Reynolds
City of Long Beach,
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Thursday, October 16, 2003

From: Patrick J Mulligan
3829 Weston Place,
Long Beach, CA 90807

Re: EIR for the proposed expansion

As part of the EIR for the airport expansion, accurate measurements should be taken of the noise levels and chemical pollution caused by the planes taking off and landing at Long Beach airport. Current methods measure pollutant and noise levels at a few monitoring stations situated around the airport and interpolate the results to determine those levels over the airport and the surrounding homes. This is not an accurate method of recording this vital information and is subject to interpretation. Landing and take off patterns vary dramatically during the day and I recently heard testimony at the Long Beach City council that indicates that many Long Beach pilots are aware of the location of the existing monitors and attempt to direct their flights away from them.

The results of the noise and pollution studies will be the backbone of the EIR and as such should be accurate and not subject to statistical interpretation. The number of monitoring stations should be increased dramatically and should be set up in a grid pattern around the airport to measure the real world conditions experienced by the homeowners and businesses that are in proximity to the airport. This format will also reduce inaccuracies caused by faulty equipment and will reduce the possibility that planes could avoid the monitors to skew the results.

October 19, 2003

Dear Ms. Reynolds,

I was born in Long Beach in 1938, graduated from Wilson High and attended Long Beach City College. After seven years in the military service, I went to work for the Douglas Aircraft Company/McDonnell Douglas/Boeing and retired from that company in 1998. I have owned a home in the immediate airport vicinity since 1985 and currently live just to the northwest of the airport.

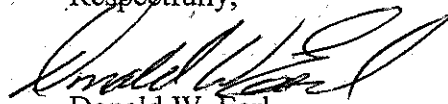
Historically, the Long Beach Airport, specifically Douglas Aircraft Company, has been a good thing for the citizens of Long Beach. Our young men and women, including those without the benefit of a college education, could go to work in aerospace and make a good living. They were able to support a family, buy homes and educate their children. The demise of aerospace employment opportunity in Long Beach is a matter of record and will cease to exist with the end of the C-17 and 717 programs.

My neighborhood, as are most of the neighborhoods surrounding the airport, is a great place to live. It is well maintained, safe, diverse and friendly. We have good schools and concerned and caring citizens. The only significant drawback to living where we do is noise pollution.

Most, and I would like to think all of us, moved into our homes aware of the airport and noise from aircraft. Sadly, the level and frequency of noise continues to get worse and worse. Most of the people I know that rent hangar or tie down space at the airport do not live in Long Beach. All too many of the people that own and/or fly on private jet aircraft do not respect the noise and flight hour restrictions. The paltry fines imposed upon violators is little more than they tip the limo driver for the ride to the airport. American Airlines past and current attitude regarding our airport and its' regulations is a classic example of corporate America's disdain for the "little people". And sadly, it seems Jet Blue is getting caught up in the "maximum profits at any cost" mentality and we are letting them get away with it.

I am sitting here typing this at ten minutes after seven on a Sunday morning listening to one jet aircraft after another roar over my home. I am very much opposed to airport expansion. I will spend as much time and money as I can defending my neighborhood against those that would expose us to their noise pollution for no other reason than their personal selfishness and greed.

Respectfully,



Donald W. Earl
3909 Gaviota Ave
Long Beach, CA 90807-3739
(562) 424-8128

Jon Welte
3700 E. Ocean Blvd. #5
Long Beach, CA 90803
18 October 2003
(562) 621-0310

Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

I wish to comment on the Airport Terminal Improvement Project at Long Beach Airport.

As a Long Beach resident and frequent business traveler, LGB is my airport of choice. The terminal is only 10 minutes by surface street from my Belmont Shore home, and is the closest airport to my Huntington Beach office. At best LAX is forty minutes from my home, easily an hour if there is congestion on the 405 Freeway. Checking in at LAX and negotiating security takes at least twice as long, and departures spend far longer waiting their turn to take off compared to uncrowded LGB.

I fully support the initiative to update and modernize the terminal facilities at LGB. Although the temporary structures erected to support America West, American, Horizon and JetBlue have worked, they do not represent a permanent solution for an airport expected to see more than 3 million passengers annually in the near future.

Furthermore, I believe the city should consider renegotiating its current noise allocation ordinance with the FAA and the airlines to reduce the number of commuter slots allowed (currently 25) and increase the number of full-sized jet slots available (currently 41). The airlines have shown a preference for flying large jets into LGB, and some of today's modern regional jets exceed the 75,000 lbs weight limit for regional aircraft that is part of the existing agreement at LGB. With today's quieter jet transports such as the A320 and CRJ900 being operated at LGB, I suspect that 51 full-size and 10 commuter slots at LGB would have less noise impact on the community than 41 full-size and 25 commuter slots created a decade ago, and would also serve the airlines and citizens of Long Beach better.

Regarding the airport's impact on the community, I lived in Bixby Knolls several years ago during WinAir's operations at LGB and am aware of the noise impact on that neighborhood, as well as on the Los Altos area where I grew up and where my parents live today. However, I have found the noise impact of commercial aircraft in these areas pales in comparison to the volume of unwanted noise Ocean Blvd. produces in Belmont

Shore. The airport serves an important function in our community and I often travel on planes out of LGB; the motorcycles cruising past my home offer no such redeeming qualities to me as I am not a biker.

Finally, it has been argued that traffic along Lakewood Blvd. and surrounding areas generated by 3 million passengers using LGB each year will have a negative impact on both the air quality, traffic and noise level in the surrounding community. Clearly those passengers will have to pass through East Long Beach to reach the airport, and the impact of this activity should be understood as the airport is improved. However, were commercial flights to be stopped entirely at LGB the majority of those passengers would choose another airport. Many would pass through Long Beach enroute to LAX, and in most cases they would have to travel farther (and through worse traffic) to reach whatever airport they selected.

In my case, if LGB were unavailable I would shift about 10 business and leisure trips per year to LAX and/or SNA. I usually have a friend or relative drop me at the airport, so my air travel may include up to 20 vehicle roundtrips to and from each airport (2 per flight). Without allowing for traffic, 20 vehicle roundtrips from my home to LGB (about 5 miles one-way) will cause about 200 miles to be driven, burning about 10 gallons of gasoline within the City of Long Beach and contributing proportionately to local air pollution.

In contrast, 20 vehicle roundtrips from my home to either LAX or SNA (some 35 miles each way) will involve about 1,400 miles to be driven, burning about 70 gallons of gasoline with the accompanying increase in pollution. Granted, not all of these emissions will be released in Long Beach, but Southern California's air pollution is a regional and not local issue and there is no question that driving to the more distant airport has a greater impact on both traffic and emissions.

Not all LGB passengers derive such an environmental benefit from using the local airport, especially if they park at the airport instead of taking rides from friends, relatives or taxis. However, most LGB passengers choose it for its closeness and convenience, and it seems likely that removing commercial flights from LGB or limiting its development on environmental grounds is more likely to increase regional traffic and air pollution.

Again, as a Long Beach resident I fully support the improvement of the Long Beach Airport terminal to better support current flights and possible future flights allowed under the city's agreement with the FAA and airlines. Thank you for allowing this forum for feedback on such an important local issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Welte', with a long horizontal flourish extending to the right.

Jon Welte

October 10, 2003

In regards to expansion at the Long Beach Airport:

I am a resident of the California Heights neighborhood, and when I purchased my home two years ago a main concern of mine was the noise from the airport. Both my realtor and neighbors assured me that the noise if any was minor and it never affected their daily routines. As you can imagine I was stunned a few weeks ago when the airport began construction on one of the existing runways. The noise was absolutely unbearable. When I was told through our California Heights president, that this construction on the runway would continue next year, I became very concerned. Not only did the noise keep me up very late; the vibrations from the airplanes rattled the inside of my house so much that I thought the windows were going to break. I suffer from migraine headaches as a result of which I have extreme sensitivity to noise. Therefore the increased airport disturbance has greatly affected my livelihood.

Another factor that concerns me is the volume of airplane traffic from all of the smaller planes that rent out spaces from the airport. These are often more of a nuisance than the larger jets because they fly so much lower and therefore cause more daily noise.

I am adamantly against any further construction to expand the Long Beach airport. Not only will the proposed expansion decrease the value of my house; it will severely disturb the inhabitants of this lovely neighborhood.

Thanks you for your consideration,
Mr. and Mrs. Daryl Stegall
3529 Myrtle Avenue
Long Beach, CA. 90807

2415 Stearnlee Ave.
Long Beach, CA 90815
October 6, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 West Ocean Blvd.
Long beach, CA 90802

To whom it may concern,

I am writing at this time to ask "why" for airport expansion. I have lived under the flight pattern for the last 28 years. The community and the airport seemed to have been able to get along fairly well over these years. I was aware of the airport use when I purchased my home and was OK with the use of it. This was prior to extensive use of it by commercial airlines.

As a group of concerned residents, could we not put our thinking caps on and come up with some "other ways" to generate revenue for the city that will not include the destruction of a community. Yes, indeed there appears to be a market for increased flights and a wonderful opportunity to raise additional funds for the city. This would be wonderful for all of the Orange County residents, who dream of the convenience of LB without the hardship of the airport noise, pollution, and decreased quality of life.,

I would like to be able to get needed rest when I have the opportunity not on a schedule when there may not be any flights overhead, excluding military landings occasionally. I would really like to be able to speak on the telephone without interruption. Maybe even enjoy my backyard without having to concern myself with what my drop from the plane besides all of the oil spots on the yard.

I and the citizens of this community beg the supporters for airport expansion to hear our plea for maintaining a quality of life that is livable for us in this community. The added health issues as well, the increased asthma and loss of hearing from the excess noise.

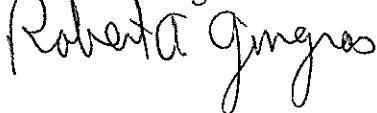
This airport seems to be quite beneficial to the private aircraft who use it. We have two major airports very near to LB.

I do feel that the losses that will occur will far outweigh any gains to be seen with expansion of the airport.

Due to the fact that I am disabled and unable to attend this meeting, it is my hope that this letter will be recognized.

Sincerely,

Robert A. Gingras



October 12, 2003

Angela Reynolds
Environmental Officer
Planning and Building
33 W. Ocean Blvd.
Long Beach, CA. 90802

Ms. Reynolds:

I am writing in regards to the Expansion of the Long Beach Airport. I live directly under the airline takeoff pattern. When we purchased our home in 1968, yes we knew the airlines and airport were there but there was not so many and the airport was not supposed to expand as it has. Bixby Knolls is one of the nicer parts of Long Beach but the airplane noise and dirt has diminished its beauty, serenity, security etc.

I have great grandchildren who visit me and at times the noise is so loud they run into the house or to an adult's arms for security. Many telephone conversations are put on "hold" for a few minutes while a jet is taking off because of level of noise. The televisions sound volume is above normal when a jet is overhead and just general conversation in our home is halted for moments at a time because of the noise yet the noise is only one concern. The safety is the big issue. Our window sills, patio furniture etc. is covered in a black greasy substance - that substance being jet fuel and if it is on our windows and furniture WE ARE BREATHING IT. I feel the city has just been lucky so far that a tragedy has not occurred with debris falling or heaven forbids an airplane accident. I know how many "near misses" have occurred that the public is not aware of because of our mayor's objections to that knowledge "getting out". A cumulative impact study MUST be done for the citizens living in Long Beach, not standardized data but community specific data.

The noise level has certainly increased in recent months since the take off pattern has changed and more flights allowed, and now with upgrade construction in the works the jets will have a shorter runway to take off on thus making it much more dangerous for us on the ground and those passengers using the airlines. A tragedy just waiting to happen. Please don't let this happen!

Out of compassion for your fellow citizens, if nothing else, consider the requests of those of us most affected by the airplanes, large and small, and every other citizen in Long Beach, we are all in danger in many various ways.

Doris N. Greene
3981 Falcon Ave.
Long Beach, CA 90807

cc: R. Gabelich

October 10, 2003

Att: Angela Renolds

If there is any doubt about the adverse impact over active airport traffic has on surrounding neighborhoods spend several hours near L.A.X. The noise is deafening and the jet fuel residue covers the area like fine snow, not to mention the traffic congestion.

I live in the Cal Heights area, my white house needs yearly washing and new painting every five years (airport soot) If you continue to book additional flights the only option is to paint the house batt~~le~~ snip gray.

Mayor B.G. will be all for this project it will give her new back-ground for her daily photo shoots. Perhaps if you provided her with a pony she could pose at every tree planting, and curb painting site in town, and sign autographs. Can we recall her?

NO ON AIR TRAFFIC EXPANSION

NAME WITHHELD TO
PROTECT THE TRUTHFUL
CITIZEN

Donald A Carr
3862 Marron Ave
Long Beach, Ca 90807
October 13th. 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach,
333 West Ocean Blvd.
Long Beach, Ca 90802

Dear Ms Reynolds,

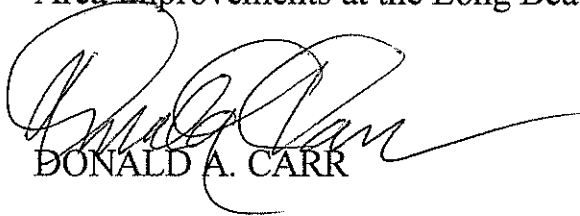
SUBJECT: Airport Facility Improvements

I am writing to you to express my complete and total dissatisfaction with the present Notice of Preparation that currently exists for Long Beach Airport Improvements.

TO WIT: The NOP is significantly flawed as it lacks complete EIR studies regarding Human Health Hazards.

SPECIFICALLY: I demand the EIR Study include a Human Health Risk Assessment with mitigation measures that comply with Regional and Federal Clean Air Standards.

FURTHER: I urge the City Council to vote no on Terminal Area Improvements at the Long Beach Airport.



DONALD A. CARR

October 14, 2003

Angela Reynolds
Environmental Officer, Planning and Building
333 W. Ocean Blvd.
Long Beach, Ca. 90802

Subject: Input to the EIR, Airport Terminal Expansion

I am requesting that the following items be addressed in the EIR for the expansion of the Long Beach Airport Terminal.

1. In the late 1970's the American Lung Association of Los Angeles County, did a study of the respiratory conditions of long time residence in the Cal Hights/Bixby Knolls area. They had a Mobile Lung Research Laboratory set up in the parking lot of Hughes Middle School where the testing was performed. In 1983 the study was repeated and the same persons were re-evaluated. The test results showed "the presence of a chronic lung condition" and/or "Spirometry ... less than what is considered "normal" for your age and size" in a large portion of the participants. This is a major study that showed that this area is already severely impacted with air pollution.

Please include this study in the EIR, as any additional air pollution generated by the expansion of the airport and terminal will be on top of the already documented pollution and will only increase the respiratory problems in this area.

2. As a native to Cal Hights/Bixby Knolls I have witnessed an increase in dust, dirt or Particulate Matter. We spend most afternoons or early evenings outside on our deck. Before we do, we always clean off the patio table. Over the last couple of years we have noticed that the white paper towels we use to clean off the table picks up a lot of black particles, even if it was cleaned the previous day. We are concerned that the black particles are the Diesel PM generated by the aircraft going over our house.

We are requesting that a study be undertaken to sample, identify and quantify the black particles. Sampling points should be under the flight path (such as at the noise monitoring station between Rose and Gardenia, just below Marshall Place) and other places both close to the flight path. Monitoring stations away from the airport should also be included to determine if it is an airport specific problem.

Thank you for including these issues in the EIR.

Stephen Davis
1801 Marshall Place
Long Beach, CA. 90807

Copy to: LBHUSH2
P. O Box 19061
Long Beach, Ca. 90807

(562) 424-2739

M/M CHARLES O. CUNNINGHAM

3928 Olive Avenue
Long Beach, CA 90807-3522
Telephone: 562-424-3166
E-mail: mrgrumpy3928@yahoo.com

14 October 2003

Ms. Angela Reynolds,
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, California 90802

Dear Ms. Reynolds:

We are seriously concerned about any increase over the present 41 daily flights at the Long Beach Airport. Each day we are subjected to many takeoffs between 7 and 8 a.m., causing us not to be able to rest, use the telephone, or even carry on a conversation during the noise of each flight. Our house is virtually under the take-off pattern because of the immediate climbing turn to the west required to prevent interference with traffic into LAX.

It is our understanding that noise measurement data from 2002 are to be used to estimate current noise levels. We cannot understand this since there has been most of a complete year of 41-flights-per-day experience in this year already. It is a principle of statistics that extensive data are more reliable than extrapolation, since no assumptions must be made. We believe that a full year of experience should be used to determine whether more flights can be added without further deterioration of the environment.

Our family already lives with cancer, hypertension, and heart disease. We are concerned that any further boost in our daily stress could worsen our conditions. We believe that "community specific" data should be used when it comes to air quality or added toxic emissions. Long Beach is already in a severely impacted air quality area, from our port, refineries and other industries, the freeways, and our current airport traffic. We are rated by Scorecard, <www.scorecard.com>, among the dirtiest 10% of areas in the nation for our air quality already. We certainly do not need further degradation of our environment.

We ask for a cumulative impact study, based on current informations and the best projections of future developments.

Very sincerely yours, Charles O. Cunningham, and
Charles O. Cunningham
Catherine J. Cunningham
Catherine J. Cunningham

Copy to R Gabelich
PO Box 19061
Long Beach CA 90807

**Angela Reynolds, Planning and Building
333 W Ocean Blvd.
Long Beach, CA 90802**

Ms. Reynolds:

This letter is to make you aware of my family's feelings regarding the proposed airport expansion. While I understand the city's desire to develop a commercial tax base and promote business and commerce, I must tell you that as a resident, I feel that the noise level is at the maximum tolerable level.

I am a police officer, who works a swing shift, and my wife teaches school. I go to bed at about three am, and the wave of flights starting promptly at seven o'clock jars me from my sleep in the worst way. The flights continue one after another for about a half of an hour, then I am able to go back to sleep. My wife grades her papers, then attempts to go to bed at about 9 pm. She is awakened several times before the 11 o'clock cutoff.

On the days I am off and able to spend time at home, I can tell you that as I hear a plane reading for takeoff, my stress level increases. I know that minutes later, the peace of my neighborhood will be shattered by a plane. Some days are worse than others, especially in the summer when windows are open, or we are trying to enjoy the backyard. When we are on the phone, we must have the other party hold as the plane passes overhead.

Additionally, I have noticed the breakdown of the finish of the paint on both of our automobiles, which I feel is due to the exhaust by-products from the jets. This same residue coats our barbeque, hot tub, plants, and patio furniture.


I can tell you without reservation that an expansion of airport facilities, which leads to the addition of flights, will negatively impact my family's quality of life. If you have any doubts, I urge you to spend a day in any of the neighborhoods bounding the take off area of the airport. See how hard it is to relax while waiting to hear the next plane coming down the runway. Hear how the C-17 shakes the windows and doors, and sets off the car alarms as it flies over.

Another issue we have is the fact that it is my understanding that the noise levels which will be used for the environmental impact study will be from 2002. Why would a current study be conducted, utilizing both air quality and noise measurements from current flight patterns and planes? I know that the number of flights has increased drastically in the recent past, and I know I see new types of planes flying over my house. The air quality is already impacted by the refineries near the airport, the two freeways near this area, one of which is heavily traveled by large trucks, coming from the Ports of Long Beach and Los Angeles. Please, conduct current studies regarding noise and air quality so that an informed decision can be made.

I enjoy my house and am happy living in Long Beach. Even with the planes at current levels, I can and will deal with the issues. However, I feel the noise is at an absolute maximum now. I will be attending the upcoming scoping meetings, however I wanted to let you know how my family feels about this issue, as I anticipate the meetings to be very emotionally charged and busy. It must be realized that the residents in my neighborhood foresee dropping property values, leading to a mass exodus of quality residents. This, too, will affect the Long Beach economy.

Please, I urge you to not expand the airport. Bigger is not necessarily better.

Sincerely,


Jason and Sarah Davis
PO Box 4001
Culver City, CA 90231

NORMA ANN DAWSON

4155 Keever Avenue
Long Beach, California 90807-3014
562-997-9245 telephone
562-997-0995 facsimile

October 1, 2003

Angela Reynolds
Environmental Officer
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, California 90802

Re: Long Beach Airport
Environmental Impact Review

Dear Ms. Reynolds:

This letter is in response to the City of Long Beach's notice of preparation for the environmental impact report required by state law . . . before the City embarks on a series of "improvement" projects at Long Beach Airport.

Please ensure that the City includes in its analysis consideration of the recent study by Russell Rosenberg, Ph.D., director of the Northside Hospital Sleep Medicine Institute in Atlanta. That study of 1,700 adults living in Berlin found that residents exposed to average nighttime noise greater than 55 decibels are twice as likely to have high blood pressure as those who contend with 50 decibels or less.

As I am sure you are aware, the ingress and egress flight paths for Long Beach Airport are over residential areas and schools with young children and employed adults whose sleep hours conflict with the current permitted flight times. Please ensure that the health and well-being of both our City's children and their parents is preserved, protected and maintained.

Sincerely,



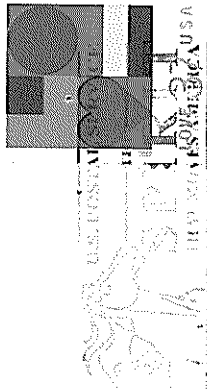
Norma Ann Dawson

NAD:hrs:101

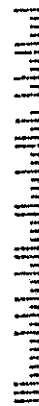
cc: LBHUSH2
The Press Telegram
The Signal
View From The Hill

Norma Ann Lawson
4155 Keefer Avenue
Long Beach, California 90807-3014

Angela Reynolds
Environmental Officer
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, California 90802



90802+4664



10-07-03

ANGELA REYNOLDS
ENVIRONMENTAL OFFICER
PLANNING & BUILDING
333 W. OCEAN BLVD.
LONG BEACH, CA 90802

ENCLOSED ARE SOME OF MY VIEWS
AND RESPONSES AND NONRESPONSES
REGARDING EXPANSION AT LBMAP.

THE LBMAP IS CITY OWNED. IN
THE PAST THE FAA HAS PROVIDED
MONEY TO THE AIRPORT MAKING THEM
ELIGABLE TO DICTATE WHAT GOES
ON THERE. IM POSITIVE THE CITIZENS
OF LONG BEACH WOULD NOTE A BOND
ISSUE TO GIVE CONTROL BACK TO
LONG BEACH.

IF YOU READ ALL THE MATERIAL ENCLOSED
YOU WILL SEE I'M WELL QUALIFIED TO WRITE
THANK YOU FOR YOUR TIME.

Clyde M. Spencer

P.S. LBMAP WAS ONCE AN OIL FIELD

Clyde M. Spencer
2100 Faust Avenue
Long Beach, California 90815-3303
(562) 596-6482

TO: City Officials and others

*FIRST MAILED - 04-14-02
ONLY EIGHT RESPONDED -
SUPERVISOR DON KNABE ONLY ONE AGREED, LONG BEACH
MUNICIPAL AIRPORT WAS NOT THE PLACE TO EXPAND.*

RE: Long Beach Municipal Airport Expansion

Dear : *ANGELA REYNOLDS -*

I called staff writer Felix Sanchez of the Long Beach Press Telegram recently to comment about his lack of reporting the citizens concerns about expansion of and increase of commercial flights at the Long Beach Municipal Airport. This includes physical structures, runways, lighting, parking, etc. He called Thursday April 4, 2002 and asked to interview me over the phone and an article was to appear in Monday's Business Section on April 8, 2002. I agreed. What a mistake. We talked about twenty minutes - He only reported about where I lived and noise levels and even misquoted me about American Airlines and their share of slots. They have no slots coming period.

What I did talk about was the peoples' will and the three times proposed expansion and building of another 10,000 feet of runway was soundly defeated at the polls.

To keep McDonald Douglas in Long Beach, we reluctantly voted to extend the diagonal runway. The citizens expressed concerns that this would open the door for further commercial expansion. All the "Brass" downtown pooh-poohed the idea saying it would never happen, even though plans were drawn up for a second long runway. This was kept secret for fear of blowing the whole deal. I know first hand working in the construction division of Long Beach Gas Department a lot of our facilities would have to be relocated or abandoned.

Besides what I talked about above, I briefly talked about shopping centers, both ends of diag. runway schools and churches, relocation of infrastructure, roads, pumping stations, drainage ditches, the Pyramid at Long Beach State University, 7,000 souls, 2 ½ miles of end of diag. runway, FAA rules regarding a 6,000 foot X 2 ½ mile buffer zone off of any commercial runway, lost tax base - when peoples homes of 30 to 40 years are bought up (the city can not repair streets as it is).

People in surrounding areas would soon learn there would be a heavy price to pay for convenience and cheap flights. Anyone that is inclined to can find out that the air corridor in Southern California is the most congested in the West Coast. We have had plenty of air mishaps in and around Long Beach Municipal Air Port. Albeit, most have been private or military aircraft (again, I have had first hand knowledge, being on emergency call for Long Beach Gas Department).

Talk about safety – once these air lines get a foot in the door, watch out. It will be grow – grow – grow.

I think most will agree we are long over due for a location that will handle another hub or international airport. There are many municipal airports in the area. None are being considered because there is no 10,000-foot runway.

A full-blown airport and a bedroom community will not mix; one or the other. Common sense voters have spoken three times. Look what El Toro voters have in store for them.

Most of what I've stated can be found in the files at City Hall, City Attorney, Press Telegram, and plenty of other attorney's offices.

Bottom line, no body at City Hall can or wants to be at City Hall will talk about the airport and safety. Its just money – money – money, and none of it will go to the taxpayer anyway.

What should, but will probably never happen is to go back to an open City Council election where we vote for everyone. They represent the entire city, why shouldn't all voters have a say in their elections? If we don't like what they are doing, it is out the door. No term limits needed. Mayor elected from the council, money saved could go toward a full time council, saving even more with smaller office staff.

I thank you for your time. It would be nice to receive an acknowledgement of receiving this letter.

Sincerely,

Clyde M. Spencer

enclosure

LETTER AND NEWSPAPER CLIPPINGS
REGARDING LONG BEACH MUNICIPAL
AIRPORT MAILED 04-14-02 TO THE
FOLLOWING. (SOME MAILED AT LATER DATE)

+ MAYOR BEVERLY O'NEILL - 04-14-02
1ST DISTRICT - COUNCILMEMBER BONNIE
LOWENTHAL -

+ 2ND - COUNCILMEMBER - DAN BAKER

+ 3RD - COUNCILMEMBER - FRANK COLANNA

+ 4TH - COUNCILMEMBER - DENNIS CARROLL

ALSO HAND DELIVERED AT BRISTOL FARM.
LETTER ON 05-18-02.

+ 5TH - COUNCILMEMBER - JACKIE KELL

6TH - COUNCILMEMBER - LAWEN R. BATTS.

7TH - COUNCILMEMBER - RAY GRABINSKI

8TH - COUNCILMEMBER - ROB WEBB

9TH - COUNCILMEMBER - JERRY SHULTZ

+ CITY ATTORNEY - BOB SHANNON

CITY AUDITOR - GARY BURROUGHS

45TH DISTRICT - RE. DANA ROBRABACHEN

+ 4TH DISTRICT COUNTY SUPERVISOR - DON KNABE

27TH DISTRICT - STATE SENATOR BETTY KARNETZ

54TH DISTRICT - ASSEMBLYMAN ALLAN LOWENTHAL

OFFICE OF GOVERNOR - GREY DAVIS

+ U.S. SENATE - BARBARA BOXER

U.S. SENATE - DIANNE FEINSTEIN

RAN FOR MAYOR - NORM RYAN

GRUNION GAZETTE - KURT HELLM

SPEAKOUT - PRESS TELEGRAM

BEACH COMBEN - PUBLISHER JAY BEELER

MY ARTICLE APPEARED - MAY 3 2002

L.B. HUSH-2 - REA GABELICH

CITY OF LONG BEACH MUNICIPAL AIRPORT
TOM HENNESSY - VIEW POINT (OVER)

I CAN SEND COPIES OF THEIR RESPONSES

Airlines' interest in L.B. surges

Airport: Possibility of more flights clashes with residents' desire for less noise.

By Felix Sanchez

Staff writer

LONG BEACH — Clyde M. Spencer has lived in the same house several blocks from Long Beach Airport for going on four decades.

The 78-year-old Long Beach native, who worked for the city's utilities department all his adult life, doesn't have much in the bank, but he knew if there was something he could leave his children it was his two-story house on Faust Avenue.

"And what's going to happen? There are going to be airplanes flying over their house day and night. Great," Spencer sighed.

Spencer's increasing concern is over a recent surge of interest by at least two major commercial airlines in establishing new daily flights out of Long Beach Airport.

Spencer remembers the long battle between residents, airlines and the city from the early 1980s until the 1990s over just how many daily flights should be allowed, and at what times.

But a possible court battle again looms as American Airlines has made thinly veiled threats to sue the city over how it's managing the 41 daily flight slots imposed on the airport after a federal settlement of the litigation.

Last month American made a strong suggestion that the airport provide it with four permanent daily flight spots even though all 41 existing slots are already parceled out, including 27 to fast-growing commercial carrier JetBlue Airways.

And before city officials could digest American's demands, Alaska Airlines jumped into the mix, asking for three permanent daily flight slots so it could start service to and from Seattle.

Why the sudden interest in Long Beach Airport, a facility that prior to JetBlue's arrival last summer had seen its share of smaller, upstart airliners come and go, and had been consistently rejected by larger carriers when the 27 slots were sitting unused?

"Long Beach has always been a yo-yo airport. Up and down, up and down," said Mike Boyd, an airline industry analyst with the Boyd Co. in Denver.

"The problem recently with Long Beach is the curfew issue. Flying into Long Beach is like operating on a Jewish holiday. The sun goes down and traffic stops," Boyd said.

"For that reason airlines come and go."

But some other factors are now stirring interest.

• The Orange County public vote against an airport at the former El Toro Marine Base has Southern California

PLEASE SEE AIRPORT/A16

AIRPORT: More people traveling

CONTINUED FROM A13

Regional Airport Authority planners scrambling to track how existing facilities from San Diego to the San Fernando Valley and to the high desert will be able to handle the surge of airline passengers over the next two decades.

• JetBlue's success with its no-frills, non-stop, low-fare service from Long Beach to New York's John F. Kennedy International Airport, and planned expansion in the next few weeks to Washington, D.C., has caught the eye of competitors. Part of the success is tied to the airport's accessibility and convenience, compared to Los Angeles International Airport.

• And, finally, on Jan. 1, a term of the federal settlement expired that had prevented airlines from being able to sue the city or contest the ordinance that imposed the 41 daily flight cap and noise requirements.

"Long Beach, Ontario, even Bakersfield airports are going to become more important as alternatives," Boyd said about the impact of the El Toro defeat.

Stephen Levy, with the Center for the Continuing Study of the California Economy in Palo Alto, said that the way planners deal with that issue will have a dramatic impact on the Southern California economy and on jobs.

The friction will come as the demand for more airport capacity clashes with the demands of residents for fewer flights and less noise.

"That is the trade off," Levy said.

"The local community doesn't want a lot of air traffic flying out there," Boyd said.

"You can bet your boots 41 won't satisfy these airlines. They want their share," Spencer said. "The noise as it is right now, especially with these new planes, is not bad. I can live with that. But I can't live with this being a full-blown airport. You can't have both."

Boyd said Long Beach's best bet is to work within the community standards.

"If those rules make sense to the community. The community is part of the airport's infrastructure. I think the airports should conform to the community, not the other way around. Otherwise, get to know your legal department really well," Boyd said.

Long Beach City Attorney Robert Shannon said the only way to increase the number of daily flights to more than 41 would be a vote by the City Council to change the ordinance. Or a court order.

"There are no slots available, no permanent slots. It is our position that we have the absolute right to cap at 41 flights. And I get no sense that anywhere near a majority of the City Council would be inclined to consider" increasing the number, Shannon said.

And as for a legal challenge, "Our position is that the ordinance is legal and was blessed by the Ninth Circuit Court of Appeals," Shannon said.

American Airlines executives say

by allowing JetBlue Airways to reserve 27 flight slots for two years. JetBlue pays \$5,000 a slot every 90 days to keep the rights to the positions until it begins to use them.

JetBlue CEO David Neeleman maintains that the airline will have 10 daily flights at Long Beach Airport by the end of this year, and all 27 daily flights operating by the spring of next year.

American says if the flight slots aren't being used, they should be available to whomever wants them. American wants to start flights to Chicago and New York on June 15. Alaska's service is slated to begin in September.

Besides American and JetBlue, others holding the remainder of the 41 daily flight slots are America West, FedEx, Airborne Express and UPS.

"JetBlue was the only airline that stepped up to the plate and agreed to take the slots. At the time they came forward there was nobody else, and believe me, it was not because we didn't try," Shannon said.

American Airlines had a history of turning down requests and recruiting efforts by the city to fill the slots, Shannon said.

Boyd said American, which began operations in 1983 but pulled out for nearly three years in mid-1994, is reacting like any other major airline that sees a competitor having success.

"Airlines are lemmings. They see one go, they want to go, too," Boyd said. Speculation that American and Alaska are out to put JetBlue out of business is misguided, Boyd said.

"American has been there in the past. So has Alaska. So for them wanting to go back in is not prima facie evidence of them preying on JetBlue," Boyd said.

Airport spokeswoman Sharon Diggs-Jackson said the airport had taken a "very aggressive" approach to recruiting potential airliners to take empty slots since Winair went out of business at the airport in late 1999. But recruiting has been going on since the early 1990s, when total flights dropped from a high of 41 in 1990 to 16 in 1993.

In one instance, Aloha Airlines was heavily pitched by the airport, with detailed presentations on marketing programs, terminal accommodations and routes, but in the end chose to fly out of John Wayne Airport in Orange County.

"They usually came back and say 'no,' it's a business decision," Diggs-Jackson said.

(COVER)

Sept. 26, 2003

To the Environmental Officer
City of Long Beach, CA

Dear Ms. Reynolds:

I am writing in regard to the proposed L.B. Airport improvement and expansion.

I am 68 years old. I came to L.B. to care for my aging parents seven years ago. After their deaths I am finally free of responsibilities and would like to enjoy my retirement.

I have always had lung problems and I felt that Long Beach would be the ideal place to live out my last years - the sea breeze somewhat moves & cleans the air. Lately, I have been awakened in the early hours of the morning (2:30 a.m. to be exact) from airplane noise and jet fuel fumes wafting into my home. I simply choke on those fumes and often it takes me the rest of the night to clear out the pollution from my home and resume normal breathing. In other words, the jet fumes are killing me and ^{the noise} disturbing my daytime peace.

I spent most of my early life in Long Beach, paid my taxes and now I would like some consideration. I'm sure there are other retirees who find the noise and fuel pollution detrimental to their well-being - physically & mentally.

→

Please keep the airport small and be considerate
to all members of the community.

Thank you,

R. J. MCKEE
1826 Litchfield Ave.
Long Beach, CA.
90815

Dear Ms. Reynolds,

10-11-03

The following is my written testimony regarding the disturbance I've experienced from the increase in flights at the Long Beach Airport. I live at California Heights/Bixby Knolls, near the flight path where planes take off. There have been many occasions when flew in this area after 10pm. Oftentimes, the planes fly as late as 11pm or even later. The late flights have disturbed my normal sleep pattern, and have made it difficult to awake at 4:45am for work.

My quality of life has been affected by the airport activity. I can no longer enjoy music or reading in peace. The roar from jet engines constantly throughout the day are the cause. The planes also wake me up in the morning on weekends, so I can no longer sleep in if I wanted to.

Please stop the Long Beach Airport expansion. Not only has the current flight activity increased noise pollution, but it's also increased air pollution. The flight patterns are too close to residential neighborhoods at relatively low altitudes. My quality of life is adversely affected since the flights increased.

Sincerely,



Wayne Mishioka
3569 California Ave.
Long Beach, CA 90807

①

Ms Angela Reynolds:

These comments relate to the Airport EIR mentioned in the Business Journal of 9/30 - 10/13.

Traffic congestion has greatly increased on Bellflower, Carson & Neighborhood streets since arrival of the Airline. Traffic speed & density on Bellflower between Carson & Los Altos Area is very, even excessively high, 50+ mph.

There is a high volume of cars on my street, Conant, to & from the Airport Area, speed bumps & traffic stop signs are ignored, large trucks are increasingly in evidence. No policing occurs.

Overall noise has increased, both car/truck & flight noise, especially helicopters, many at night, outside the restricted hours.

Small plane traffic & overflights are excessive over this area. No correction of their noise violations ever seems to be made.

②

We are concerned also about the long term effects of Jet Fuel fumes falling on us from the Jet takeoff & landing activity. Jet fuel residue is harmful, both to vegetation, but mostly to human health.

The same applies to gasoline fumes. We favor Restrictions on Airport use, flights, traffic around the Airport Area, especially on neighborhood streets like Conant. We especially need & want greater policing & traffic control. We've been here 28 years & would like to see the area returned to some semblance of its former & long lost tranquility.

Sincerely,
Thomas Prisk

Mr/Mrs Thos. Prisk
5424 Conant St.
LB CA 90808



ANGELA REYNOLDS
CITY OF LB Planning/Building
333 W. OCEAN BLVD
LONG BEACH CA 90802

EIR

90802+4604

